

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

JULY 1962



OUR NATIONAL ENSIGN, flown on the front cover of this month's issue, has behind it a long and honorable tradition. On 3 Dec 1775, John Paul Jones hoisted the Continental flag on board *Alfred*, Esek Hopkins' flagship, the first Continental vessel to fly the colors of the new nation.

Jones was also on hand the first time a foreign country saluted the Stars and Stripes. (An earlier version of the American flag was saluted by the Danish fortress at St. Croix, Danish West Indies, on 25 Oct 1776.) He was commanding officer of his own ship, *Ranger*, which fired a gun salute to France upon entering Quiberon Bay on 14 Feb 1778. The French returned the salute, thus officially acknowledging the existence of the new country.

The 13 stripes in the original "stars and stripes" were the same as they are today; however, during the period from 1794 to 1818, there were 15 stripes. Then it was determined that adding new stripes to honor new states would become too unwieldy, so the 13-stripe design was made permanent.

Today, the stars and stripes flown on Navy ships may be found in almost every portion of the world.

All branches of the military service have precise regulations regarding the display of the ensign—when, where, and how it may be hoisted or lowered. Laws have been written to govern the use of the flag and to insure a proper respect for it. Custom has decreed certain other observances in regard to its use.

When U.S. naval vessels are at anchor in port, the flag is flown from the flagstaff daily from 0800 to sunset. It is displayed from the gaff on the aftermost mast during daylight hours when a ship is getting underway; or coming to anchor; when falling in with other ships; cruising near land; during battle; or when otherwise directed by the senior naval officer present.

No ship of the U.S. Navy ever dips the national ensign to another vessel unless in return for such compliment.

As the flag itself is a symbol, a considerable amount of symbolism has gone into its design. Here is one version:

The stars appear in the upper left-hand side (or the "west" side) of the flag because they represented, at the time of the original design, a new "constellation" of states rising in the West.

The blue in the field was taken from a Scottish banner that signified the virtues of vigilance, perseverance and justice. The red, which in Roman days was the signal of defiance, denotes daring; the white, purity. The 13 stripes represent the original united colonies of 1777. (There are other interpretations of the symbols that differ from these.)

While the stars on the flag do represent the number of states in the Union, there is no law specifying that any particular star should represent a certain state. However, it is a popular opinion that, beginning in the upper left-hand corner of the field and numbering across, each star stands for a state in the order of its entrance into the Union.

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Nav-Pers-O

NUMBER 546

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The Chief of Naval Personnel

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The Deputy Chief of Naval Personnel

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● PHOTO AT LEFT: Task Group Bravo steams in formation through calm Atlantic waters. This Task Group concentrates on accelerating and developing antisubmarine hunter-killer (HUK) tactics, doctrine and equipment.

● CREDIT: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 6, 7 and 8 courtesy Stars and Stripes.



SWIMMING PIG—Minemen lower pig into water during sweeping operation. Below: Crewmen of USS Cape (MSI 2) man fantail winch.



A MAGNETIC 'tail' is streamed.

MinPac

SOME OF THEIR WEAPONS resemble a collection of garden hoses. The ships are short, squat and wooden. But without these ships, the sleek destroyers, cruisers and carriers wouldn't go far.

The ships are minesweepers, and they are operated by the Pacific Mine Force, some 3500 men strong. The minesweeping gear, streamed from the stern of the ship, can be the rubber-coated magnetic tail that looks like an accumulation of garden hose or, perhaps, giant extension cords, which carry a mighty electrical wallop. Their tools can also include several other forms of mine-sweeping gear. But all have one purpose: To destroy or otherwise eliminate that most complicated weapon, the sea mine.

Safe passage of ships across the oceans of the world is of no value if entrance to ports and harbors is blocked by mines. This last part of the journey can be made safe only by forces capable of clearing away the mine warfare mechanisms which are in existence today.

Minesweeping is dangerous duty because mines themselves are clever and sophisticated weapons. They can be moored to the ocean floor and set to explode when hit by a ship. These



TEAM WORK—Minesweeping boats of Mine Division 112 prepare for a close-to-shore sweeping exercise.

Goes Deep Sea Hunting

are the contact mines. Others can be planted on the ocean floor to be exploded by one or more of the various influence signals all ships give forth. These are the influence mines. Added to this are tricks of delaying the rising of moored mines and delaying the arming of the bottom mines. Thus, an area swept today and believed to be clear, may be full of live mines tomorrow.

This situation makes understandable the minesweeper sailor's claim — "Where the Fleet goes, the minesweepers have been."

TODAY'S MODERN MINESWEEPER carries two general types of sweeping equipment:

- Mechanical gear which severs moored mines from their anchors, permitting the freed mine to pop to the surface where it can be destroyed.

- Influence gear which generates magnetic and acoustic signals similar to those produced by larger ships and so magnified that they explode the influence mines at a safe distance from the minesweeper.

Minesweepers are wooden because steel-hulled ships have an extraordinary affinity for magnetic mines. When they get together, they make

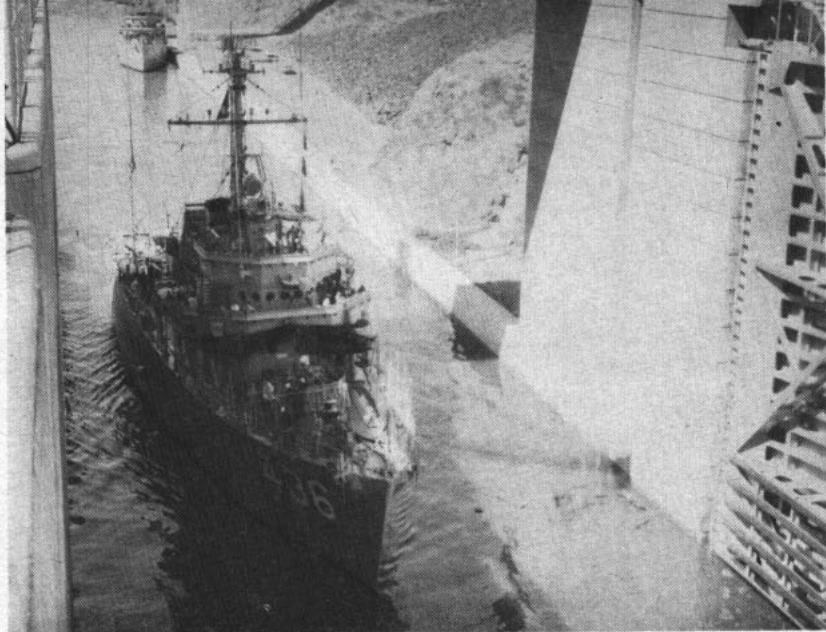
a loud noise. A great percentage of what metal there is in a modern minesweeper is non-magnetic. The builders have used aluminum, stainless steel, bronze and many other alloys.

With its headquarters at Long Beach, Calif., the Mine Force, U. S. Pacific Fleet — MINPAC — operates across the entire Pacific. MINPAC sweeps operate with the First Fleet

off the west coast of the United States and with the Seventh Fleet in the Far East. Regularly, minesweepers exercise with the navies of the Philippines, Republic of Korea, Republic of China, Japan, Thailand, South Vietnam and the British Commonwealth.

COMMANDER MINE FLOTILLA ONE is the mine warfare commander
SWEEPER—USS Albatross (MSC 289) was first of class in MINPAC.





UP THE RIVER — USS Energy (MSO 436) and USS Pivot (MSO 463) pass through locks in Columbia River while on record-breaking cruise.

in the western Pacific under Commander Seventh Fleet. Operating with him and homeported in Sasebo, Japan, are eight coastal minesweepers (MSCs), a division of 10 36-foot minesweeping launches (MSLs) and the mine countermeasures ship USS Epping Forest (LSD 4). At least one division — five ships — of ocean minesweepers (MSOs) is always deployed from Long Beach for duty with the Seventh Fleet in the Far East.

In Long Beach, in addition to the six divisions of ocean minesweepers divided between Mine Squadrons Seven and Nine, there is Mine Squadron 11, made up of two divisions of 57-foot minesweeping boats and 10 more of the 36-foot minesweeping launches. MINRON 11 also includes the Navy's only two inshore minesweepers, USS Cape (MSI 2) and Cove (MSI 1). These are prototypes of a fleet that could be built

in small boat yards almost anywhere in the country should the need arise.

THE NEWEST MINESWEEPERS in the U. S. Navy are USS Albatross (MSC 289) and Gannet (MSC 290), examples of a new class of coastal sweep which joined the Pacific Mine Force in 1961. They are scheduled to sail to the Far East later this year to be homeported in Japan in COMINFLOT One.

While their main job is sweeping mines, Pacific minesweepers have performed other naval duties.

Their minehunting equipment also enables them to search for and find sunken aircraft. From Japan's Inland Sea, in Subic Bay and all along the west coast of the United States, minesweepers and MINPAC's Explosive Ordnance Disposal divers have located and helped raise a variety of lost aircraft. Often such salvage is the only way the cause of a

crash can be discovered and corrected.

In the field of antisubmarine warfare, minesweepers are also making their contributions. They work with Pacific Fleet submarines acting the part of targets, and they give the subs a good run for their money.

THE SHIPS ROTATING TO DUTY in the Far East never sail without a full load of clothing and other donations for the needy of Asia. When visiting foreign ports, the minesweepers, no matter what their size, give children's parties, adopt orphans, repair schools, compete in athletics, give talks on the American way of life, and, of course, provide visits to minesweepers.

Pacific minesweepers regularly participate in West Coast public celebrations, such as the Portland Rose Festival, city anniversaries and national holiday ceremonies, and frequently they simply pay courtesy visits to the smaller cities that very likely have never had Navy ships in their harbors before.

Throughout the Los Angeles-Long Beach portion of southern California, the minesweepers of the Pacific Mine Force have also been ready and able to help their civilian neighbors.

When a sudden and freak tidal surge threatened thousands of pleasure craft moored in the Los Angeles harbor area, minesweeping boats and men of MINPAC provided assistance to city and port authorities. They provided similar help when fire struck the harbor area.

It is a frequent occurrence to have a minesweeper, on routine training off Long Beach, take in tow a swamped or stranded small boat, often providing medical assistance in addition to the free ride back to port.

MINPAC men also play hard. The Pacific Mine Force claims it has the most active intramural and physical fitness program, per capita, of major naval commands. Over a third of the officers and men use the gymnasium and its accompanying facilities. Every ship and unit participates in one or more of the command's competitive sports leagues, which include basketball, flag football, golf, bowling and volleyball.

The ships of the Mine Force are "little fellas" in this man's Navy. But there's nothing small about the job they do. And, as in days of yore, they are sailed by iron men with more than their quota of spirit.

ALL HANDS

ALL MINE — Mineman at the Pacific Mine Force Drill Mine Preparation Facility, Long Beach, readies practice mines for Fleet training exercises.





NEW MISSION — USS *Epping Forest* (LSD 4) is now mothering coastal minesweepers for the Seventh Fleet.

Minephibian

WHEN THE MEN aboard USS *Epping Forest* (LSD 4) got the word, the word was "Minephibian." That was what they were serving in.

Epping Forest, a veteran of 19 years in the Navy, was designed originally to combine the functions of a troop transport, floating dry dock and repair ship for assault landing craft.

Although she was a pretty versatile ship to begin with, the Navy needed even more varied capabilities in a ship to mother the coastal minesweepers operating with the Seventh Fleet.

Epping Forest now makes it possible for minesweepers to steam to almost any point in the Far East to do their work. The reason, of course, is that *Epping Forest* is nearby to furnish additional fuel, supplies or spare parts.

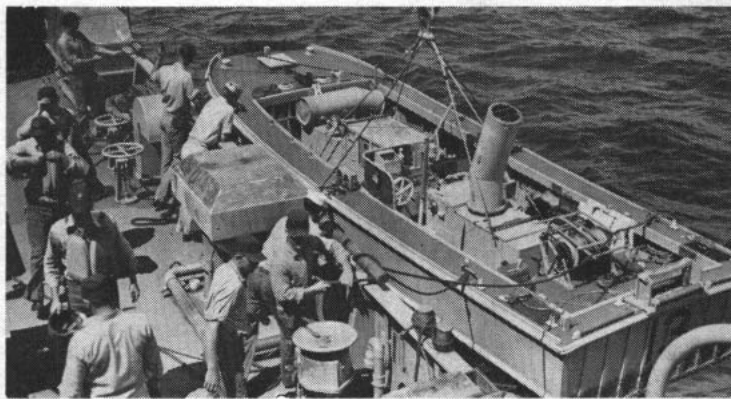
A mezzanine deck full of mine warfare equipment was added to the well deck, and new, improved replenishment-at-sea rigs were installed to speed the refueling of her dependent minesweepers.

Cradles for carrying 36-foot, 11-ton minesweeping launches were installed alongside her helicopter and well decks.

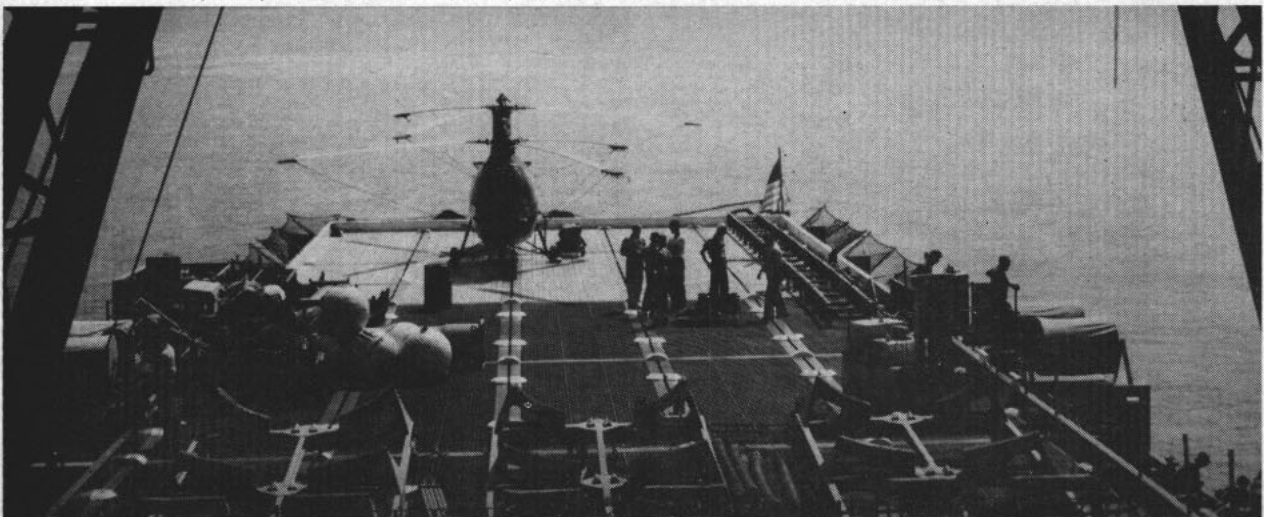
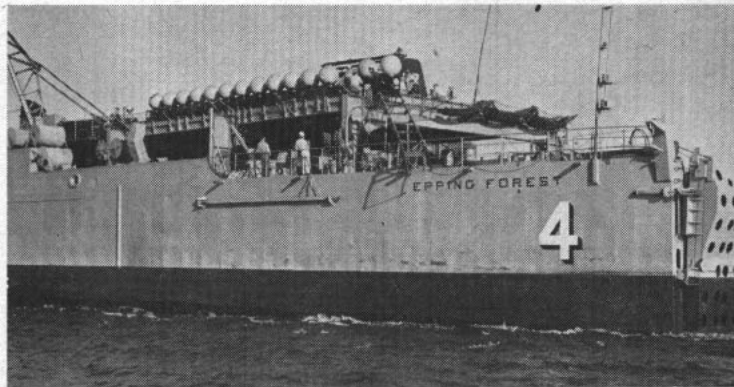
When the launches are needed, they can be lowered over the side of *Epping Forest* by the ship's crane. Later, they can be stowed away again after their work is finished.

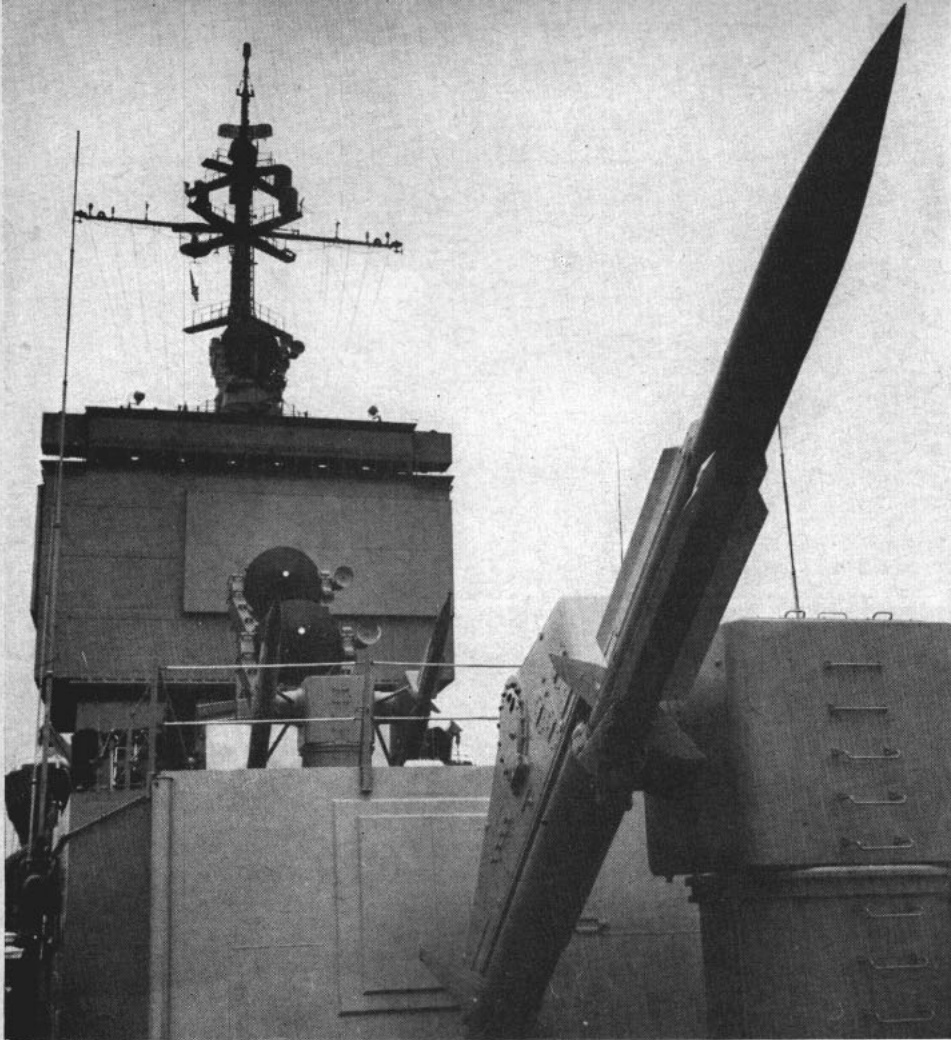
— Chuck Brown, JO1, USN.

ON DECK — Copter pad is new to 'Minephibian.'

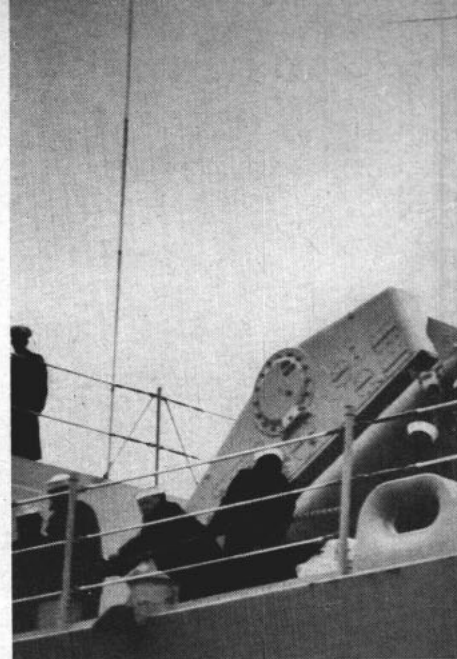


WATER BOUND — Minesweeping motor launch is lowered over side. Below: Rack lets LSD lay mines.





THE MOST—Portrait of USS Long Beach shows ultra-modern design. Below: Cruisemen check pamphlet printed aboard for German visitors.



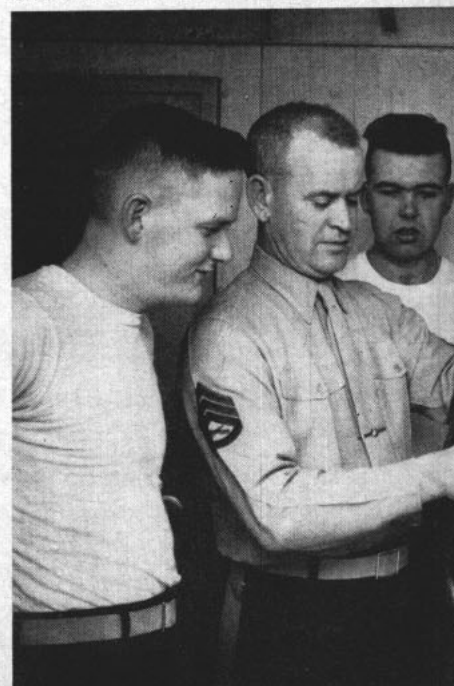
DECK GANG mans mooring lines.

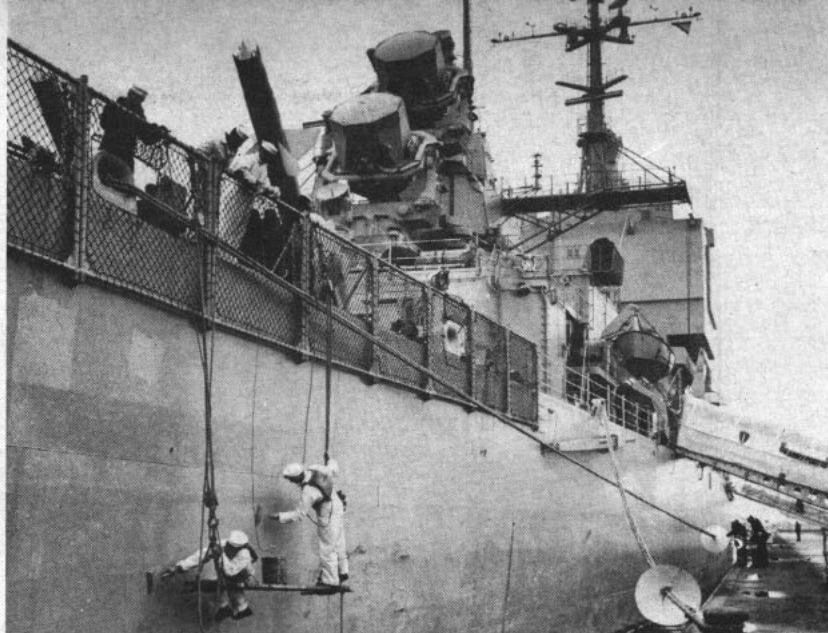
Life in

THE STACKLESS PROFILE, the box-like superstructure, the steeply raked bow and the contrasting square stern are beginning, at least in some quarters, to look somewhat familiar. However, it will be quite a while before people can look at USS Long Beach (CGN 9) without the feeling their immediate forebears had when they beheld their first horseless carriages and wondered, "What won't they think of next?"

Long Beach is, of course, armed with missiles — Talos and Terrier — whose robot-like, quick-moving and deadly perfection give the viewer a

SMALL arms are studied on CGN.





LINE WORK—The old 'heave ho' is still needed for mooring. Rt: Side cleaners spruce up ship's skin.

an Atomic Cruiser

chilly feeling back along the spine.

Just aft of the ship's towering superstructure is a black box containing *Asroc*, which electronically clicks an enemy submarine into its sights, then destroys it.

Long Beach is the first ship of a planned high-speed nuclear task force. Other nuclear task force ships are *USS Enterprise* (CVAN 65) and the guided missile frigate *Bainbridge* (DLGN 25) which will join the Fleet later this year.

Long Beach's two nuclear reactors force her through the water at a speed in excess of 25 knots.

Long Beach's crew lives well. Each man has a separate bunk with built-in lockers and a foam-rubber mattress. Other popular features are individual reading lights and air conditioning.

Like most sizable Navy Ships, *Long Beach* has all the facilities of a city — from cobbler shop to a hospital.

LT Jule T. Connolly, the Assistant Medical Officer of *Long Beach*, can testify concerning the ship's stability. He had to perform a five-hour operation on a French seaman picked up in mid-Atlantic in answer

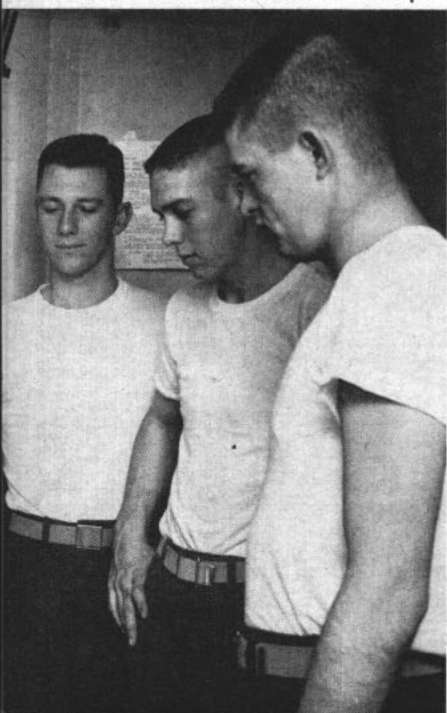
to a nearby freighter's distress call.

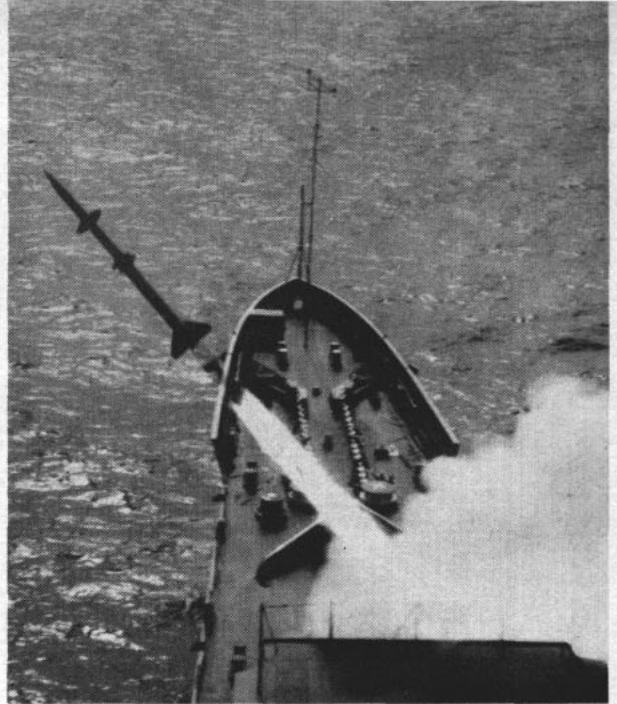
According to LT Connolly, *Long Beach's* roll is slow and doesn't contribute to seasickness. This evaluation was borne out during the ship's maiden voyage to Europe through exceptionally heavy seas. There was only one case of seasickness.

After *Long Beach* arrived at Bremerhaven, Germany, at the end of the first part of her maiden voyage, she held open house which brought "oooohs" and "aaaahs" from thousands of visitors.

Long Beach is able to work alone as a one-ship task force, or she can

THE LATEST—Marine non-com passes the word on M-14 rifle. Rt: Germans take in the wonders of *Long Beach*.





work with other ships. Her versatility and other attributes speak well for her and hint that the new shape of *Long Beach* is the shape of things to come.

Whenever and wherever Navy-men get together for a bull session there's a chance that, sooner or later, the conversation will center on ships and their capabilities.

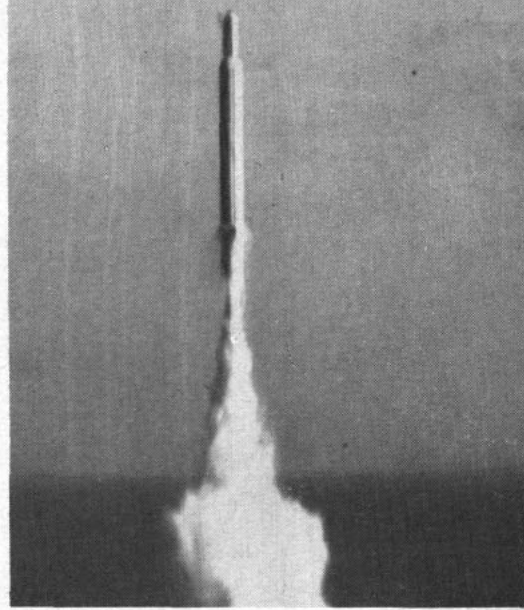
One of the hottest subjects afloat is this powerful nuclear cruiser, still a stranger to the rest of the Fleet.

Long Beach, while operating with the Atlantic Fleet out of her home port in Norfolk, Va., caused quite a lot of talk when her maiden voyage took her to Europe. ALL HANDS presents here a few more photos of this hot topic, to help fill you in

for the next time the salty talks turn her way.

Top: Terrier surface-to-air guided missile streaks skyward from cruiser's forward launcher as the CGN tests her striking power in Atlantic waters. *Top left:* *uss Long Beach* (CGN 9), first ship in the Navy's planned high-speed nuclear task force, moors at Bremerhaven, Germany, during goodwill visit. *Left:* This is the shoulder patch worn by the world's first nuclear cruisemen. *Bottom Left:* Assistant medical officer on board *Long Beach* checks patient in the ship's modern and well-equipped sick bay. *Bottom:* Part of a batch of 130 pies, the average amount served for one meal, are sliced in the cruiser's bake shop.





CHECKS are made before launching at Naval Missile Facility, Point Arguello, Calif. Rt: Missile takes to air.

Countdown at Point Arguello

The countdown has begun. Launch time is set for 0600. For the next few hours a team of highly trained naval officers and civilian technicians in the Range Operations Department at the U. S. Naval Missile Facility, Point Arguello, Calif., will make hundreds of last-minute checks to make sure the Pacific Missile Range is ready to support the firing.

The operations room is dimly lit, and the officers and technicians are surrounded by a maze of checkout consoles, plotting boards and radar scopes. Telephones are ringing, lights are flashing, and the clatter of tireless teletype machines can be heard feeding countdown information to instrumented ships at sea and tracking stations on mid-Pacific islands.

More than 65 square miles of land, sea and air must be cleared of aircraft and ships for a safe launching, meteorology reports must be studied, railroad trains which run through the base must be clear of the hazard area, and millions of dollars worth of electronic tracking instruments must be working perfectly.

The Range Facilities Control Officer (RFCO) collects all this information and relays it to the agency conducting the launch. He has direct voice communication with aircraft, ships at sea, Point Mugu, San Nicolas Island, Kaneohe (Hawaii) and stations at Point Arguello.

As the countdown continues, a voice over the RFCO's phone says, "A ship is entering the hazard area but should be clear in about 20 minutes. Doesn't look as if she will interfere with the launch." If it should remain in the area, an aircraft with a loudspeaker system would be sent to ask the ship to alter her course.

The Ground Safety Officer reports that no trains are scheduled until after lift-off. (During all space launchings, helicopters escort trains through the Naval Missile Facility. The pilot, observing bright fluorescent marker cards adjacent to the railroad tracks at one-mile intervals, radios the train's precise position to the controller.)

The countdown continues. At 0507, Frequency Interference Control (this group monitors all radio frequencies in the area that could interfere with tracking equipment) reports that a jet fighter at sea is using an unauthorized frequency. The pilot of the aircraft has been notified, however, and will shut off his equipment until after the launch.

At 0530 the Meteorology Department reports cloud cover at 1000 feet, wind is north-northwest at two knots, and heavy thunderstorms are to the west. Fog is also rolling in to cut visibility to less than one mile. This will prevent optical instruments from tracking the vehicle, but in this

case, photo optics are an extra bonus and will not cancel the operation.

The terminal countdown has begun. The RFCO makes last-minute checks with all tracking sites. No ships or aircraft are in the hazard area. At 0555 he calls the command post and reports: "The range is green and ready for launch."

Launch time is only a few seconds away. The time ticks by on a countdown clock at the RFCO's console ...5 ...4 ...3 ...2 ...1 ...0. "All stations, this is the RFCO, we have fire in the tail and positive lift-off."

For the next few minutes, all radar and telemetry antennas are poised skyward to track the vehicle as it increases speed and arches down the Pacific Missile Range toward a polar orbit.

The personnel of the Range Operations Department have spent many days preparing for this operation. After launch their job lasts a brief eight or nine minutes. By then the spacecraft should be in orbit.

Another hour or so is spent shutting down the tracking equipment, making a report to Washington, securing aircraft and collecting vehicle performance data to turn over to the launch agency.

This ends a typical launch of a satellite, as controlled from the Naval Missile Facility, Point Arguello.



Can You Identify

"IT'S A SMALL WORLD" is an old saying that today has become a reality.

This is true not only for astronauts, who circle the globe in a matter of minutes, but also for the modern Navyman in his fast-moving and far-sailing ship.

It all adds up to the fact that Navy men are now seeing even more of the world than in the past and, in doing so they are making new friends in foreign navies at a much faster rate. An increasing number of

foreign navy men are also making port in the United States, either for visits or to take training courses in U. S. Navy schools.

Pictured here is a representative group of sailors from an assortment of countries that you are likely to come across when pulling either Shorvey or Seavey duty. How many can you identify? Some should be easy, owing to their distinctive uniform markings, but some are not quite so easy.

Clockwise from Upper Left: (1)

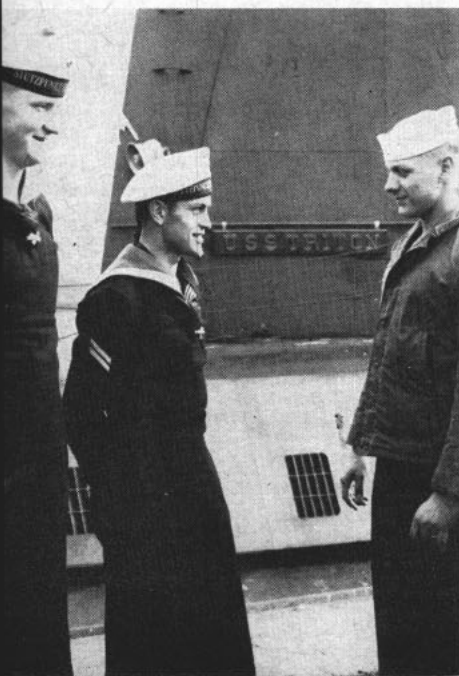
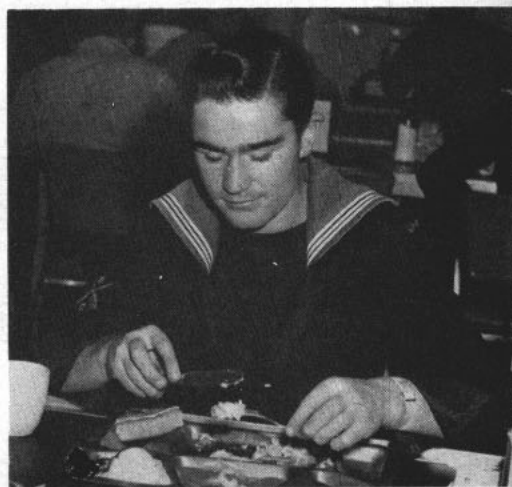




These Navymen?

Greek sailors present arms during review. (2) This Navyman is a member of the Swedish Navy. (3) Men of the Japanese Maritime Self-Defense Force give a U. S. Navyman a light in Tokyo. (4) Netherland sailor heads for his ship with load of souvenirs. (5) Friendly group of Navymen on liberty includes (left to rt.) French, Australian and British Navymen. (6) Navyman from New Zealand enjoys chow on board a U.S. destroyer. (7) Men of Nationalist Chinese navy get a les-

son in shoring a bulkhead. (8) Formation of crew from Portuguese ship stands at attention. (9) American sub men are greeted by Federal German Navy personnel in Bremerhaven. (10) Chilean Navyman receives instructions in U. S. Navy school for construction electricians. (11) These cool sailors man a Norwegian torpedo boat. (12) These neighborly sailors are from Canada. (13) Navymen of Vietnam discuss shipboard equipment while visiting a U. S. ship at Saigon.



NAVY

AT INCIRLIK, TURKEY, last fall, a U. S. Air Force transport plane slowly slanted down from the sky and skimmed onto a sun-baked runway, carrying the opening blow to a hypothetical enemy in Exercise *Checkmate II*.

Out of the Military Air Transport Service C-118 *Liftmaster* trooped gear-laden combat soldiers of the Army's 101st Airborne Division — and an all-Navy aircrew!

The soldiers had been startled, as they settled in the aircraft's seats at Fort Campbell, Ky., to find a Navyman issuing instructions on emergency procedures and naval officers in the cockpit. Most of the troops were unaware of the cooperative effort between the Navy and the Air Force which provides a single strategic airlift force for the United States.

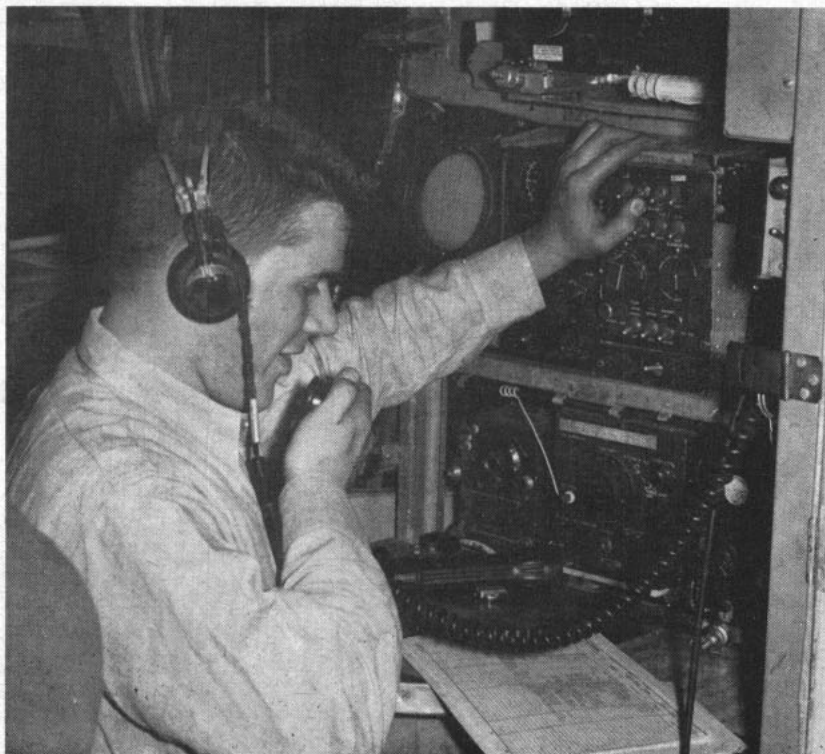
Each day other soldiers, or dependents from all branches of the armed forces, climb aboard MATS aircraft bound for trans-ocean destinations and do double-takes to find themselves in the hands of the Navy instead of the Air Force.

More than 4000 Navymen go about their daily tasks in MATS assignments now. Not only do naval officers fly the aircraft, but blue-jackets maintain them and act as flight engineers and flight attendants, while others handle administrative work and special functions throughout MATS. Now in its 14th year, the integrated command functions smoothly to carry out its world-wide mission for the Department of Defense.

MATS IS ORGANIZED into two air forces, Eastern Transport Air Force (EASTAF) and Western Transport Air Force (WESTAF), and three services — *Air Weather*, *Air Rescue* and *Air Photographic and Charting*. Each of the air forces has several wings. Next below wing level are squadrons.

The Navy in MATS is organized into two of the wings — the Naval Air Transport Wing, Atlantic, at McGuire AFB, N. J.; and the Naval Air Transport Wing, Pacific, at NAS Moffett Field, Calif. In addition, it has its administrative unit at MATS

SHIPSHAPE—Navy aviation machinist's mates work on aircraft engine at Tinker AFB, Okla. Below: Radio gear is checked by Navyman of VR-6.



FLIES WITH MATS

headquarters, Scott AFB, Ill., under the senior naval officer in MATS.

This is currently CAPT Lloyd H. McAlpine, USN who as special assistant to LTGEN Joe W. Kelly, MATS commander, advises him on matters relating to the Navy.

Except for personnel administration, Navy problems are the same as Air Force problems in MATS. The Navy crews fly MATS aircraft anywhere in the world and follow MATS regulations. They are not assigned especially to movement of naval personnel or to Navy-oriented jobs, but fulfill the same sort of regular routine training assignments and participate in the same exercises as Air Force crews. Generally, however, Navy and Air Force crews are not combined on a given aircraft.

ON EXERCISE CHECKMATE II, for instance, the first crew to land was Navy, and several other Navy crews participated. They airlifted Army troops to Turkey to join military units from other countries in NATO maneuvers in the Turkish-Thrace area.

Since January this year, they have



WELCOME MATS — Navymen are greeted by family and friends as MATS flies them from overseas.

carried 4th Infantry Division Army troops from Ft. Lewis, Wash., to Germany on Exercise *Long Thrust II A*; U. S. troops to the Philippines on Exercise *Great Shelf/TAGPO*; and maintained airlift missions on world-wide routes.

Strategic airlift means moving men

and material on a world-wide basis for the Department of Defense, as contrasted to tactical airlift, which means dispersing men and material within a given theater of operations. Strategic airlift is the wartime mission of MATS and its primary reason for existence.

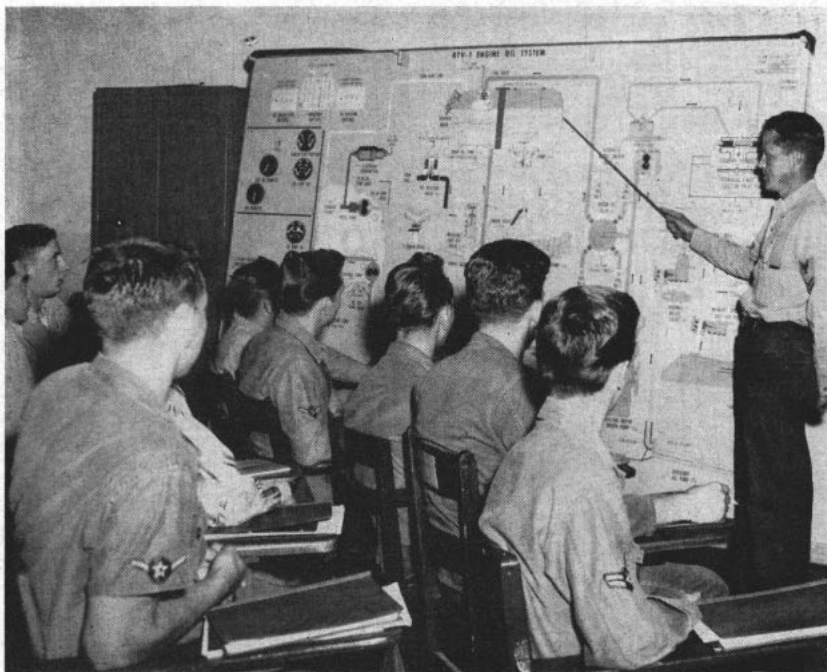
During World War II, this airlift was handled separately by the Army Air Transport Command and the Naval Air Transport Service. In 1947, the ATC came under the newly organized U. S. Air Force, and in 1948 the ATC and NATS combined to form MATS.

ON THE EAST COAST the Naval Air Transport Wing, Atlantic, comprises two transport squadrons — VR-3 (flying), supported by VR-6 (maintenance). Both are based at McGuire AFB. VR-22, at Norfolk Naval Air Station, also attached to the Atlantic Wing, both flies and maintains its own aircraft. Strategic airlift squadrons on the Atlantic coast fly the C-118 *Liftmaster*.

VR-3 flies routes over the Atlantic to Newfoundland, Iceland, Germany, Italy and England. Down

LONG CRUISE—MATS Super Constellation on embassy run takes on passengers during stop at Saigon.





NOW HEAR THIS—The workings of a MATS aircraft engine oil system are explained to Navy, Air Force and civilian personnel by Navy PO2.

south, VR-22 flies tropical runs to Guantanamo Bay, Puerto Rico, and North Africa.

Supporting Operation *Deep Freeze* 62, VR-22 flew special airlift missions to Christchurch, New Zealand. "Anytime—anywhere" is the motto of VR-22. MATS planes fly support missions annually to the Antarctic ice box and paratroop supplies.

MATS aircrews are trained specialists in the serious business of strategic airlift. Aircrews fly runs over the same routes they would use in time of war, to keep the airlift machinery well-oiled and always

ready to go. MATS aircraft, however, don't fly empty. To make use of the airlift capability generated by training, they transport cargo, military personnel, dependents and government officials to and from overseas areas. Used in this manner, MATS' specialized talents are not neglected in peacetime. Therefore, they are not allowed to gather the rust of disuse.

ON THE WEST COAST is the Naval Air Transport Wing, Pacific. It comprises VR-7 (flying), which is supported by VR-8 (maintenance). Both are based at NAS Moffett

Field, Calif. However, they fly missions from Travis AFB, Calif. VR-7 also maintains Detachment ALFA at Tachikawa AB, Japan. Over the Pacific routes, strategic airlift squadrons fly the C-121 *Super Constellation*.

Operating from Travis AFB, Calif., VR-7 flies missions to Clark AB, Philippines, to Tachikawa AB, Japan, to Elmendorf, Alaska, and the "Embassy Run" to key southeast Asian countries. Once a week, a C-121 departs from Travis AFB, for Dhahran, Saudi Arabia, carrying government officials. From Travis, the run passes through Hawaii, Wake Island, Guam, the Philippines, Indo China, Thailand, India and Pakistan before it ends at Dhahran. At Dhahran, it connects with Eastern Air Transport Air Force MATS aircraft from Charleston AFB, S. C., to encircle the world with its international sky-highway of strategic airlift.

In addition to the Embassy Run and other special missions, VR-7 flies aero-medical evacuation flights, bringing armed forces personnel and dependents from overseas areas to the United States for medical treatment.

In Japan at Tachikawa AB, VR-7's Detachment Alfa flies daily runs over the Sea of Japan to Korea in support of the theater commander. This year the detachment will receive C-121s, replacing the older C-54 *Skymasters*.

New or old, however, aircraft alone don't determine capability. Pilot experience, tempered and molded by training, is an important asset in the MATS organization.

KEYED UP—Naval Air Transport Wing personnel man accounting machines. Rt: Hydraulic system is checked.



ALL HANDS

Illustrating this is the way one pilot in the Pacific pitted his skill against a common enemy of all aviators, as described below.

"ON THE GLIDE PATH . . . 500 . . . 400 descending slowly," GCA coached.

"Field not in sight!" yelled the co-pilot.

The pilot threw power into the engines, lifting the aircraft back to holding altitude.

This was LCDR Russell L. Stokke's fourth attempt to land the MATS C-121 *Super Constellation*, carrying 76 passengers, at Midway Island's air field.

Departing from Tachikawa on a routine flight to Travis, the aircraft commander had not known he would encounter bad weather over Midway. Midway was hidden under an avalanche of rain, causing zero visibility.

Fuel tanks nearly empty, the aircraft commander sought a solution to avoid disaster. He decided to head for Kure, a tiny coral atoll, 50 miles from Midway and seldom charted on maps. Radio contact with GCA elicited reports of favorable weather over Kure.

In a few minutes, Kure in sight, the *Super Connie* slowly descended toward the short, unimproved 4000-foot coral airstrip. Wheels screeched as they touched the crusted coral. Brakes brought the aircraft safely to a halt.

The Navy crew, headed by LCDR Stokke, received the Air Force Commendation Medal for their "good show." They, and all MATS crews, were well prepared for situations like this, because of training given by Air Force and Navy instructor pilots at Tinker AFB, Okla. The Navy pilot instructors are administratively assigned to the Naval Air Transitional Training Unit, but are integrated into the 1707th Air Transport Wing, the "university" of MATS. For their outstanding accident prevention program in 1961, this wing won both the MATS Commander's Trophy for ground safety and the MATS Trophy for flying safety, becoming the first wing in MATS history to win both in the same year.

IN 1961 NAVY AIRCREWS, alongside Air Force crews, helped lower MATS' accident rate for the ninth consecutive year — to a rate of 1.08



TEAM WORK—Navy and Air Force work together during changeover to USAF system. Rt: Navyman checks load of supplies before flight.



accidents for each 100,000 hours of flying time.

Since MATS' birth in 1948, Navy-men in Navy squadrons have worked with the Air Force units assigned to MATS in meeting sudden demands for rapid airlift of men and material. Such actions, for example, as the Berlin airlift and the Korean conflict show the remarkable record that MATS, a pioneer unified command, could achieve while functioning as a team.

In the Berlin airlift, Navy and Air Force crews together hauled more than two million tons of food and fuel. During the Korean action,

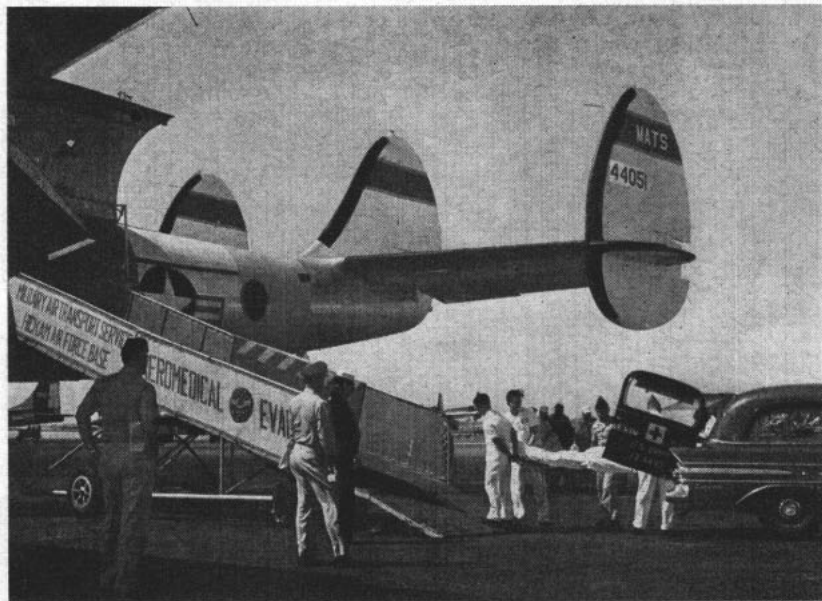
June 1950 to July 1953, MATS airlifted some 50,000 combat casualties to the United States.

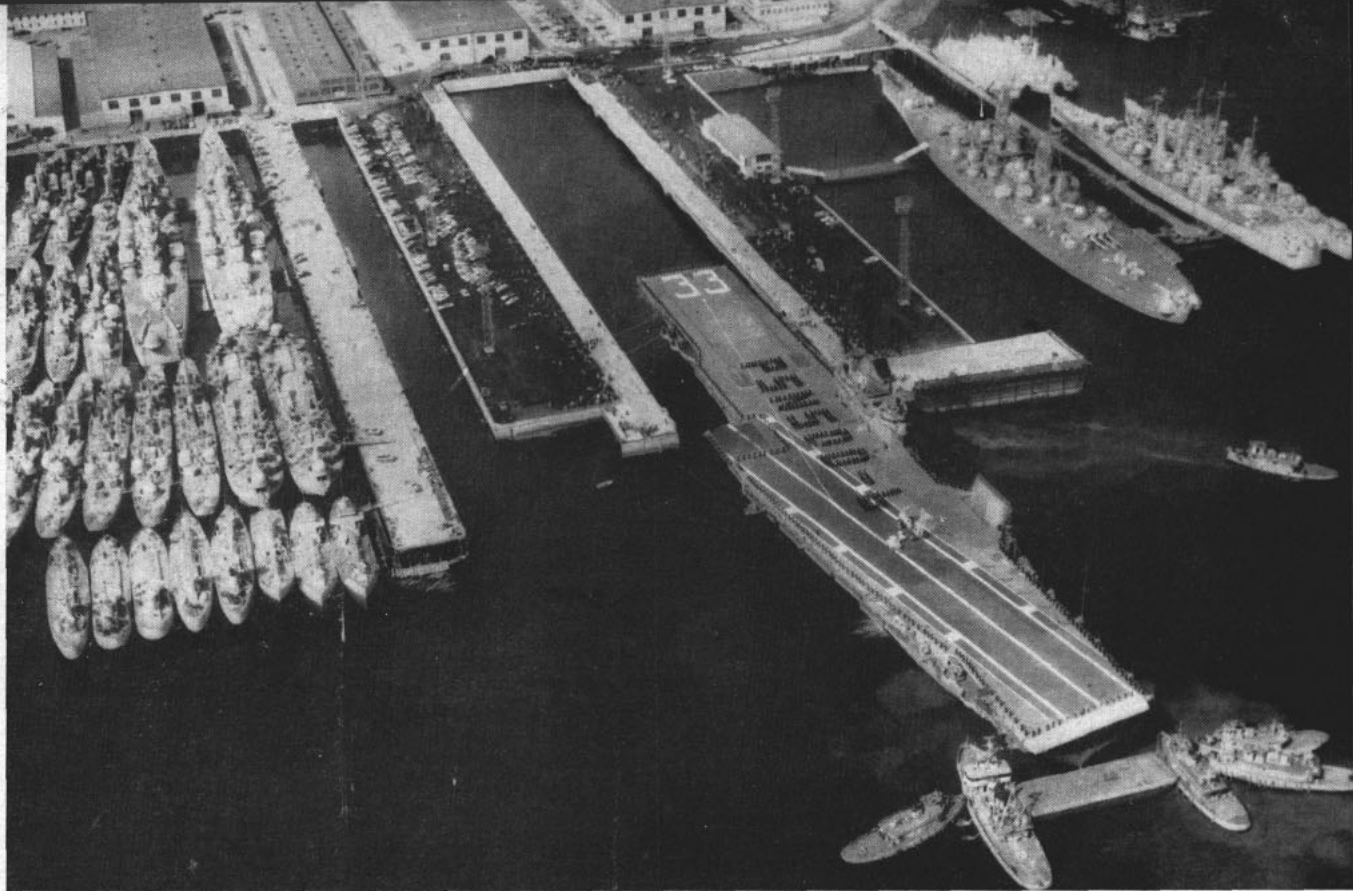
Maintaining the high performance level set by the first Navy-men in MATS, Navy squadrons entered 1962 participating in two major exercises.

McGuire-based VR-3 and Moffett-based VR-7 joined with MATS Air Force squadrons in Exercise *Long Thrust IIA* and *Great Shelf*.

Since its birth, MATS, through its Navy and Air Force wings and squadrons, has continued to live up to the promise — "anything — anytime — anyplace."

AIR AMBULANCE—Military Air Transport Service also furnishes aeromedical evacuation flights bringing patients stateside for treatment.





BIG ENTRY—USS Kearsarge (CVS 33) moves into the world's largest drydock during dedication ceremonies.

World's Biggest Drydock

A SIX-FOOT, eight-inch hospital patient in need of bed rest would be in tough shape indeed if the biggest bed available were only six feet long and two feet wide. That's just about the situation that has been facing our Pacific Fleet supercarriers for some time.

Several existing drydocks are capable of berthing our carriers, but they simply aren't wide enough to permit sufficient working space be-

tween the inboard dock edges and the sides of supercarriers' hulls.

But that's all been changed now, with completion of Bremerton Drydock No. 6, Puget Sound Naval Shipyard. The dock is the world's largest, in terms of cubage.

Several foreign drydocks are longer, but none, anywhere, can match its combined dimensions of length, depth and width.

Even supercarriers, the Navy rea-

sons, are going to need their bottoms scraped once in a while. Some three and a half years ago several civilian firms, working under contracts let and administered by BuDocks, began construction at the Puget Sound Naval Shipyard, Bremerton, Wash. And late this past April *USS Forrestal* (CVA 59), *Kitty Hawk* (CVA 63), *Constellation* (CVA 64), *et al*, were assured of plenty of room to stretch out, when the world's big-

NOT WET YET—Super dock is shown (left) when almost complete. Rt: USS Kearsarge had plenty of room.



gest drydock was dedicated and flooded.

NavShipYd Bremerton's mammoth new pride and joy is 1,152 feet long, 180 feet wide, and 61 feet deep. Its total cost comes to approximately 24 million dollars, including more than a million and a half man-hours of on-site labor. Included also are 150,000 cubic yards of concrete, 8300 tons of reinforcing steel, and 5400 tons of sheet steel piling. Some 600,000 cubic yards of dredging, and nearly a million and a third cubic yards of fill and backfill were required to create the 17-acre site for its construction. Amazingly, however, the huge structure can be filled to its 88 million-gallon capacity in just 90 minutes — at a rate of better than 1,760,000 gallons per minute.

The floating caisson closure for the drydock was a major construction project in itself. It is 176 feet long, 63 feet high, and 20 feet wide, and weighs 2800 tons. Other related construction includes two 150-foot wide working spaces flanking the dry dock. Both of these are paved with asphalt, and contain tracks to accommodate shipyard cranes.

Tunnels on each side of the dock provide space for various mechanical and electrical utilities. A continuous service gallery contains connection points, and seven service stations are installed on each side. There are, too, a 5000 cfm compressor installation, a two-story service building, three electrical substations and six 112-foot high floodlight towers.

Most people can take statistics or leave them alone. For those, however, who are intrigued by this type of thing, here are a few comparisons.

SUPER SERVICE—Navy's new dock measures 1152 feet in length, 180 feet in width and is 61 feet deep.

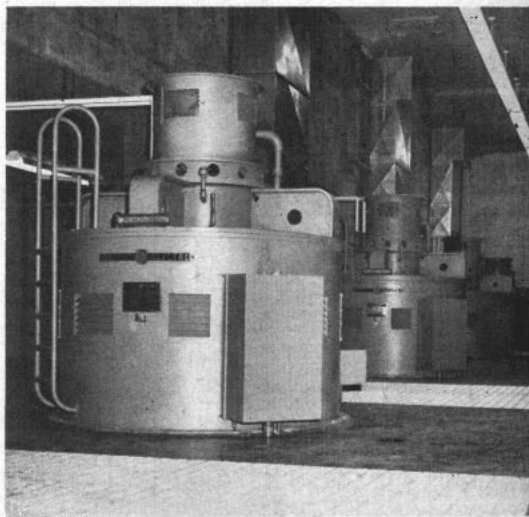


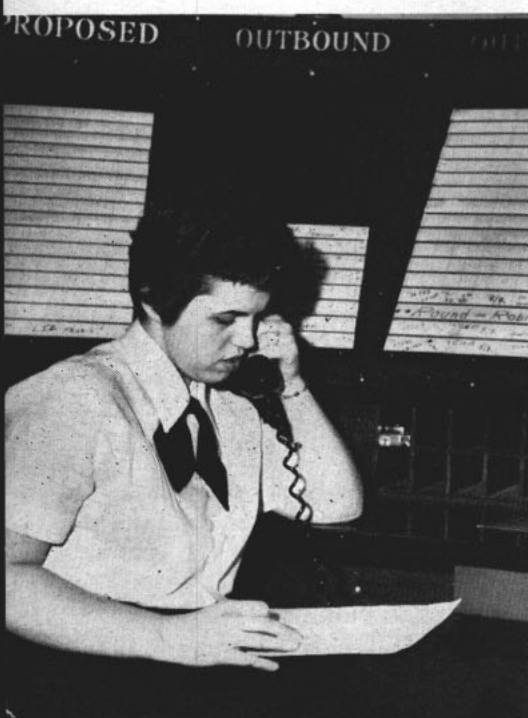
BIG SPLASH—Flooding gates allow 1,760,000 gallons per minute to flow into dock. Below: Pumps empty out 456,000 gallons a minute.

Concrete used in the Bremerton drydock, for example, would be sufficient for the foundations of about 7500 average houses — or 78 miles of two-lane highway — or 600 miles of sidewalk. Steel used in the structure would build some 3100 medium-sized automobiles.

The dock itself would hold 12 Washington Monuments — or 1,660,000 bales of hay. Its floor is large enough to accommodate three football fields or 36 basketball courts — and still have room for spectators.

Navy families that are heading out to Seattle, Wash., to see the World's Fair will also have a chance for a look-see at the world's largest drydock, in nearby Bremerton.





Waves Celebrate Two

THIS MONTH the Waves celebrate their 20th anniversary as part of the naval establishment. From a small group of women, qualified to perform just a few jobs, the organization has developed into an integral part of the Navy. Today, women serve in 21 Navy enlisted ratings. Many commissioned women officers serve at naval activities ashore and overseas — and one is now serving at sea (aboard a military transport.)

Although the establishment of the Waves (see box, page 22, for background on the name) in July 1942 was the first major step the U.S. had taken to integrate them into the Navy, women had long before served in a military status. The Navy's first women were nurses — the Navy Nurse Corps was established in 1908.

The history of women in the Navy began to expand in World War I. In March 1917, Secretary of the Navy Josephus Daniels inaugurated the Naval Research program for Yeoman F, later popularized as "Yeomanette."

More than 11,000 Yeomanettes served the nation during WW I. They took over many desk jobs formerly held by men who were needed at sea. Yeomanettes served as clerks, translators, draftsmen, fingerprinters, camouflage designers and recruiting agents. They served in Guam, the Panama Canal Zone, France and

Hawaii, as well as in the continental U. S.

By 31 Jul 1919, all Yeomanettes had been released from active duty, and it was again a man's Navy.

THE RAPID EXPANSION of the Navy for World War II brought about an acute shortage of personnel early in 1942. Officers and enlisted men tied down with shore jobs were needed at sea to man the growing Fleets of warships. Again, women were called upon to fill vacant shore billets and release the men for more strenuous duties.

In April 1942, the House Naval Affairs Committee recommended that a Women's Reserve be organized as part of the Naval Reserve. On 30 July a bill establishing the Women's Reserve was signed by President Roosevelt. The legislation provided that women could serve in — not merely with — the Navy, subject to regulations and legislation which governed the Reserve. Stipulations in the bill limited women to service inside the continental U. S., provided they would not exercise military command over men, and specified that the highest rank for a woman would be that of lieutenant commander. On 4 Aug, 1942, Miss Mildred H. McAfee, president-on-leave of Wellesley College, was sworn in as LCDR, USNR, to head the new program for the Navy.

ALL HANDS



Decades in the Navy

THE FIRST YEAR of training women in the Navy was more or less experimental. Navy expectations were exceeded; the first year's enrollment was almost three times the size expected when the WAVES were authorized.

Smith College at Northampton, Mass., was selected as the first WAVES officers' school. An account of the arrival of Smith's first officer trainees described the women as "purposeful and determined . . . carefully culled from thousands of applicants as officer material." The youngest in the group was 21; all had been previously graduated from colleges or universities, and many had been established professional women in private life.

In that initial program, 129 women were trained at Smith as future naval officers. A broader training program for women officer candidates was established on 6 October, and 900 young women reported to the new U. S. Naval Reserve Midshipmen's School at Northampton.

The following month a branch of the school was opened at Mount Holyoke College, South Hadley, Mass.

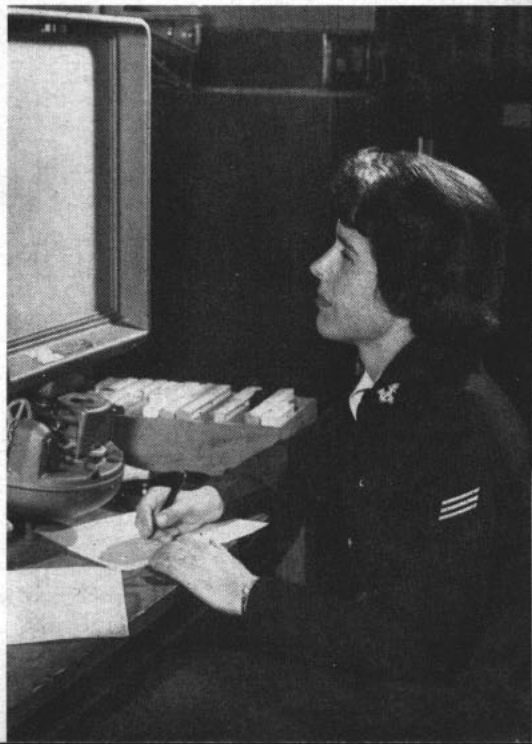
Schools for enlisted women were established in October at the Universities of Wisconsin and Indiana, and Oklahoma A & M., to train communicators, storekeepers and yeomen, respectively.

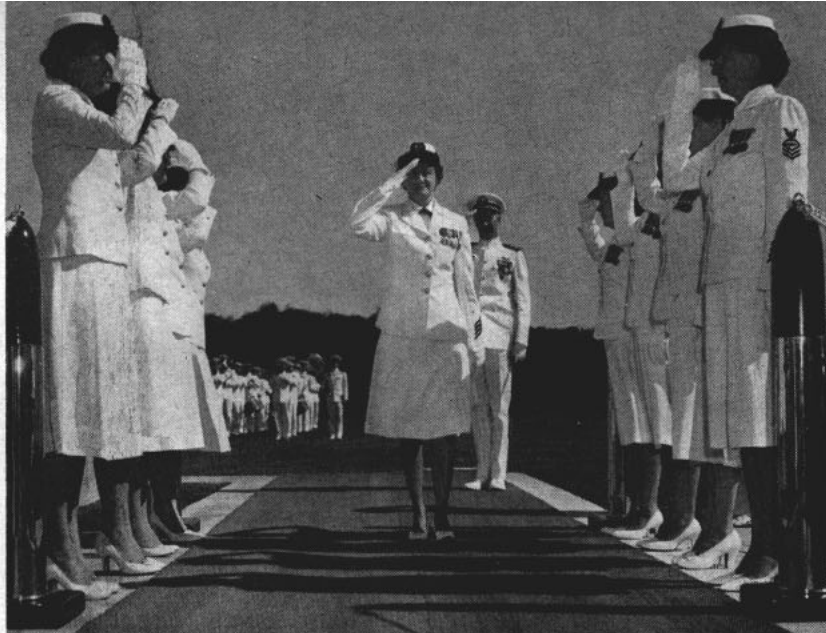
In all, the first year of the Waves saw the establishment of 16 training schools for enlisted women, and the Naval Reserve Midshipmen's School for officers. Women were trained in gunnery and blind-flying instruction, aerology, aviation ground crew work, navigation, communications, and other fields.

In duty assignments, all but a small percentage had either directly replaced Navymen or were assigned billets born of Navy expansion which would otherwise have been filled by men. After one year, approximately 17,000 women officers and enlisted women were on the job and 10,000 others were in training.

BY THE WAVES' SECOND ANNIVERSARY (30 Jul 1944), the number of women on active duty had increased to 72,350. The limitations on officer ranks had been removed (November 1943), and provision had been made for one woman officer to be appointed to the rank of captain. The WAVES' director, Mildred McAfee Horton, was consequently promoted.

As the war months progressed the Navy's women entered many new fields. Enlisted WAVES received six weeks of training at the recruit training school, Hunter College, New York, after which they learned new skills at 20 Navy schools or on the job, to boost Navy's womanpower.





PIPING OVER—Wave CPO Rita D. Roche, USN, retires from active duty.

In September 1944, Congress passed a bill which authorized WAVES to volunteer for duty outside the continental U. S. Four months later a group of enlisted women arrived at Pearl Harbor, Hawaii.

In July 1945, the number of WAVES on active duty was 86,000. By that time, women had taken

over 18 per cent of all the Navy's U. S. shore jobs; their presence had released 50,000 men for duty afloat or overseas.

AFTER THREE YEARS with the Navy, WAVES were on duty at nearly every type of shore activity—air stations, hospitals, district headquarters, Navy yards and supply de-

pots. Fifty-five per cent of the uniformed naval personnel in the Washington area were WAVES.

The Navy woman's responsibilities had increased considerably. WAVES handled about 80 per cent of the work in administration of the Navy mail service. In "Radio Washington," the nerve center of the Navy communications system, WAVES comprised 75 per cent of the total allowance.

The Bureau of Naval Personnel was graced with many WAVES (70 per cent), and at the Indian Head, Md., rocket power plant (which at the time did 70 per cent of the testing for all U. S. rocket propellants), WAVES operated the laboratory, worked in one of the two firing bays, performed ballistics calculations and other technical jobs. At that time, 38 ratings were open to enlisted women.

Thirteen thousand WAVES who served in the Hospital Corps tended to the sick and wounded. In Cleveland, Ohio, two WAVE pharmacist's mates ran the first all-WAVE dental prosthetic laboratory. WAVES played an important role in the Navy rehabilitation program by performing such duties as occupational and physical therapy, and instructing the blind, deaf and handicapped.

Wave Convention Highlights

Highlight of the Waves' 20th anniversary activities is the National Convention to be held at the Statler-Hilton Hotel in Washington, D. C. later this month (26-29 July). The convention is open to all Waves, Regular or Reserve, active or inactive.

Registration for the activities opens at noon on 26 July. At 1600 the same day registration and festivity will be combined during "Registration on the Rocks."

On Friday, 27 July, the first wave of Waves—that is, the 200 women first to register—will take a special tour of the White House. Also on Friday, time is available for sightseeing and visits with Congressmen. The Reunion Reception at the convention hotel will be followed by attendance at the famous Evening Parade at the Marine Barracks.

"Business and Buffoonery," scheduled for Saturday morning, 28 July, will combine a business meeting with a humorous review

of the Waves' 20 years. The Saturday evening banquet will be held at the Sheraton-Park Hotel. Those in attendance will include the Secretary of the Navy, the Vice Chief of Naval Operations, past Wave directors, present directors of all the women's services, and government officials who were prominent in the establishment of the WAVES. Mrs. Douglas Horton, the Waves' first director (Captain Mildred McAfee,) will be toastmistress.

On Sunday, breakfast will be followed by a special memorial service at Arlington National Cemetery.

Waves may also participate in post-convention tours to San Juan, Puerto Rico, or southern Virginia.

Advance registrations may be mailed to: WAVES Twentieth Anniversary National Convention, 1616 K St., N. W., Washington 6, D. C. The Convention "package" including the banquet is \$20. The only event which may be purchased separately is the banquet, at \$10.

THE ROLE OF WOMEN in naval aviation inspired the expression "Air Waves." There were lots of them; approximately 30 per cent of all WAVES worked in aviation—repairing planes, collecting weather information, training instructors and gunners, directing air traffic from control towers, operating Link trainers and packing parachutes.

Many even qualified as parachute riggers. In recent years, in order to graduate from the PR school at Lakehurst, N. J., each student, male or female, had to make a leap from an aircraft with a parachute he or she had packed. Hundreds of WAVES qualified as PRs during World War II. The jump, however, was not a requirement at that time. WAVES no longer serve as PRs, but there are still women on active duty who were trained in the rating and made the leap to qualify.

Most WW II WAVE officers served as administrators, language specialists, radio and radar technicians, lawyers, communicators and educational services officers. Nearly 400 served as medical specialists (lab-

oratory technicians, dental hygienists, occupational and physical therapists, etc.). Forty-one lady doctors served in the Medical Corps, and there were two women dentists and two women civil engineers now on duty in the Navy.

WAVE officers at air activities included aerologists, air transport officers and air navigation instructors.

Before the war ended, approximately 80 women officers had been designated as Naval Air Navigators. They were the first women in any U.S. military organization entitled to perform duties as part of a military air crew.

AFTER WORLD WAR II the total of women on active duty decreased greatly, and by September 1946, most Navy women had been discharged or released to inactive duty.

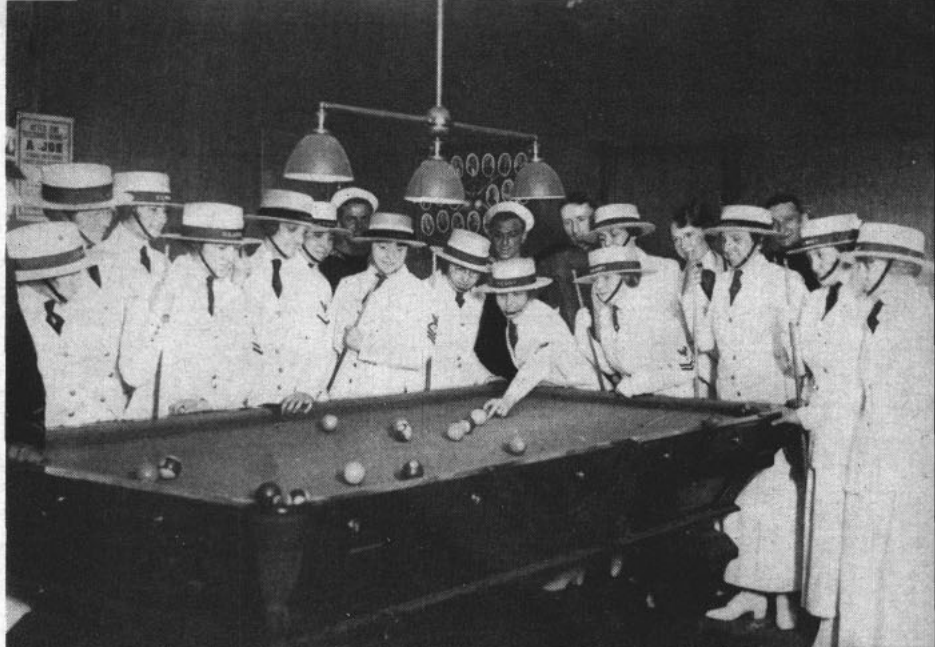
Captain Mildred McAfee Horton was relieved by Captain Jean T. Palmer on 2 Feb 1946; the outgoing wartime director was awarded the Distinguished Service Medal for her leadership. (Captain Palmer was succeeded by Captain Joy Bright Hancock on 26 Jul 1946.)

During the war the WAVES had proved their worth and the Navy was reluctant to give up its programs for women. A number of Navy women were retained in service, but, by the fourth anniversary of the program, only 9800 remained on active duty.

On 27 Mar 1946, the Navy asked Congress to authorize the enlistment and appointment of women into the Regular Navy and Naval Reserve. More than a year later WAVE legislation was approved by the Senate, but, before final action on the bill had been taken by the House, Congress adjourned.

When Congress reconvened, the Navy again requested legislation for the integration of women into the permanent structure of the Regular Navy. The Women's Armed Services Integration Act, Public Law 625, was passed by the Senate and the House and signed by the President. It became law on 12 June 1948, marking another step forward.

This was perhaps the most significant milestone in the history of the WAVES. Women were now given full partnership on the Navy team; the Women's Reserve was abolished; and women, for the first time, became a part of the Regular Navy.



BACK THEN — Yeomanettes pose on Liberty Loan Drive in 1919.

THE 1948 ACT provided that the number of enlisted women would not exceed two per cent of the authorized active enlisted strength of the Regular Navy, and that the number of commissioned and warrant WAVES would not exceed 10 per cent of the authorized number of enlisted women.

The Navy's first move in implementing the new legislation got underway the day after the President signed the bill. The word came out of Washington that, effective immediately, Reserve women could enlist in the Regular Navy. On 7 Jul 1948, the first enlisted women were sworn in.

In May 1949 the Navy announced that it intended to assign WAVES to billets overseas. A token assignment was effected in advance — three WAVE officers had been ordered to duty in London; another to San Juan, Puerto Rico; and another had been temporarily assigned to Europe for the Berlin Airlift.

The modern WAVES, however, were no strangers to overseas service. Enlisted women had been serving as flight orderlies on board military transport planes which flew to Germany, Bermuda and the Caribbean area from the East Coast, and to Hawaii and Alaska from the West.

AT THE SAME TIME the Regular Navy opened to women, the Reserves established a program for WAVES. The new laws abolished the Women's Reserve and authorized the transfer of all members to appropriate components of the permanent Naval Reserve.

On the WAVES' seventh anniversary — 30 Jul 1949 — 3216 Navy women were on active duty.

The eighth year of women in the Navy brought wider areas of assignment and changes in the officer uniforms. Enlisted WAVES were assigned to overseas billets in London, officers were assigned to duty in

WAVES attend Link Celestial Navigation school during World War II.



Guam, Egypt, Alaska and Germany and on 10 Feb 1950, the first wave of WAVES to pull duty in Hawaii since 1946 departed the U.S. for Pearl Harbor.

The tradition that "women don't serve at sea" was broken when WAVE medical officers were ordered to duty on board hospital ships.

AT THE OUTBREAK of the Korean conflict, the Navy recalled many WAVE Reservists to active duty. In July 1950 there were 3239 WAVES on active duty; a year later the number had nearly doubled.

In 1951 the WAVE Recruit Training Center was transferred from Great Lakes to Bainbridge, Md.

On the 10th anniversary of the WAVES, women were occupying Regular Navy billets both in the continental U.S. (at 250 stations) and at many overseas bases. Four hundred WAVES were on duty in Alaska, Hawaii, England, Japan, France, Germany, Norway and Italy.

During the 11th year of the



GOOD DUTY—Carol Owens, YN3, USN, checks office file while pulling duty on island of Hawaii.

WAVES a program was established to give outstanding enlisted women the opportunity to receive commissions in the Regular Navy. Also, on 1 June 1953, Captain Louise K. Wilde relieved Captain Hancock as director.

By the end of the 11th year, en-

listed WAVES were serving on board hospital ships and transports which moved dependents between the U.S. and overseas installations; the regulations that had landlocked enlisted women had been changed. (Sea duty has since become one of the most popular duties among the women in blue, as indicated by the long list of WAVE HMs waiting for shipboard duty.)

IN 1954, NAVY WOMEN celebrated their gold hashmark anniversary. Many enlisted women had been on active duty long enough to rate the gold service stripes which signify 12 years of good conduct. Also that year, the first class of the new officer candidate training program for women reported to the women officers' school at Newport, and the peacetime strength of the WAVES was fixed at 500 officer and 5000 enlisted.

Captain Wilde was relieved as WAVES director (or, Assistant Chief of Naval Personnel for Women) by Captain Winifred R. Quick (Collins) in August 1957. Next month, Commander Viola B. Sanders will be promoted to captain and will relieve Captain Collins as director.

Today there are approximately 700 officer and 6000 enlisted WAVES on active duty. All in all, after two decades of service with the Navy, the WAVES have been around for many changes, including the growth of the atomic Fleet and many advances into space. They have kept up with the changing times, filling many billets never dreamed of when Congress passed the legislation 20 years ago.

There is, of course, still a limitation on the employment of women in the Navy. WAVES are prohibited from serving in aircraft on combat missions, on shipboard (except hospital and transport ships), or in jobs which require considerable physical strength.

But the WAVES keep up with Navymen in other areas. There are now 46 WAVE master and senior chief petty officers. And, at NAS North Island, San Diego, Calif., last April, Barbara D. Metras, SKC, became the first enlisted woman of the U.S. armed forces to complete 19 years and six months of active duty. She thus became eligible for transfer to the Fleet Reserve.

— Dan Kasperick, JO1, USN.

Here Is How the Waves Got Their Name

This is how the Navy's Waves got their name. The report is in the words of Dean Virginia C. Gildersleeve, who was Chairman of the Advisory Council for the Women's Reserve of the Navy from 1942-1945. Here, in part, is her account:

The Navy expressed a desire to have an attractive and pronounceable combination of letters which would form a word representing the full title of the Women's Reserve—like the British WRENS and ATS. Something had to be done hastily about this before some repellent nickname became current.

I read in a New York newspaper one day an article regarding the possible enlistment of women by the Navy using in the headline the word "Sailorette"! When Professor Elizabeth Reynard [who was to become the second woman to be sworn in as an officer of the U.S. Navy, and was at that time assigned as a Special Assistant to the Chief of the Bureau of Navigation] telephoned me the next evening on her return from Washington I complained of this.

"The Navy feels just the same," she said. "When the top brass saw

'Sailorette' you'd think they'd struck the Inchcape Rock. They ordered me to suggest immediately something nautical, suitable, fool-proof, and attractive."

"And what did you say?"

"I said, 'Aye, aye, sir.' I've just been inventing something on the train. When I got to Penn Station I telephoned it back to the Bureau. They seem favorably impressed."

"What is it?" I demanded. "Well," she continued, approaching the subject cautiously, "I realized that there were two letters which had to be in it: W for women, and V for volunteer, because the Navy wants to make it clear that this is a voluntary and not a drafted service. So I played with those two letters and the idea of the sea and finally came up with 'Women Accepted for Volunteer Emergency Service'—W.A.V.E.S. I figured the word 'Emergency' will comfort the older admirals, because it implies that we're only a temporary crisis and won't be around for keeps."

I agreed. The name was accepted with considerable enthusiasm by a majority of the naval officers involved and it caught on with the public immediately.

LETTERS TO THE EDITOR

Long Liberty

SIR: According to Article C-6209, BuPers Manual, liberty may be extended to 96 hours if a Saturday or Sunday is included.

Earlier this year, I requested special liberty from 0745 on 22 February (a legal holiday which fell on Thursday) to expire at 0745 on 26 February, Monday morning. Included in this period are a holiday, a Saturday and a Sunday.

My request was denied because it exceeded 72 hours. Liberty of a longer duration, I was told, must be specifically authorized by the Chief of Naval Personnel.

I believe that I could have been granted this 96-hour liberty in accordance with Article C-6209. Am I right? — J.T.M., YN1, USN.

• Nice try, but it's not in the book. You should look again at the entire Article C-6209(4). It says: "When specifically authorized by the Chief of Naval Personnel, commanding officers may grant liberty for periods up to 96 hours, providing the days of Saturday and Sunday are included in such periods."

Further clarification is contained in Article 1284, Para. 2, of "Navy Regulations." It says: "Liberty may be granted at any time for a period of 48 hours or less. A 48-hour period may be extended to 72 hours by the commanding officer if the period includes a holiday which is proclaimed by the

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept. Washington 25, D. C.

President or authorized by the Secretary of the Navy. The Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate, may authorize officers commanding units or activities for which normal liberty is inadequate, because of isolated location or the nature of duties performed, to grant liberty periods not to exceed 96 hours, provided the days of Saturday and Sunday are included in such periods."

It seems fairly clear to us that these articles are intended for use only in unusual circumstances. In addition, such liberty must be specifically authorized by the Chief of Naval Personnel in each case. You can bet the reason would have to be very good to get Bureau approval.

If you want the opinion of someone other than the officer in the Bureau who would approve or disapprove such a request, we suggest you look at the "Bluejackets' Manual." Although this is an unofficial publication, the information contained therein is normally correct. Page 159 (16th Edition) says: "The normal 48-hour liberty that is granted for week ends may be extended to 72 hours if the period includes a national holiday." Since the 23rd of February separated the holiday from the week end, it just will not fit into 72 hours. — Ed.

One Day Off

SIR: The BuPers Manual, Article C-7821(4)(a) defines a regular Enlisted Performance Evaluation Report, NavPers 792, as one which is submitted semiannually as of 16 May and 16 November and which covers the entire evaluation period or a significant portion thereof.

In the upper right hand corner of the front side of this evaluation sheet are blanks in which should go the inclusive reporting dates. Could you tell me what these inclusive dates should be for a regular semiannual report? I believe they should be 16 May to 15 November and from 16 November to 15 May. — J.C.B., DKC, USN.

• While you have plenty of company (several petty officers who have had some experience with evaluation reports thought the same as you) the dates you give are not correct.

The inclusive dates for the semiannual enlisted evaluation report should be 17 May to 16 November and 17 November to 16 May. — Ed.

Flags and Pennants

SIR: I have been a signalman for six years. During this time, I have had and heard many arguments concerning the half-masting of colors underway.

On page 59 of your October 1961 issue you discuss this situation, but I have not been able to ascertain where you obtained your information. Is it your interpretation of DNC 27 (Article 115.1), or is the information taken from another publication? — T.W.V., SM2, USN.

• Our information was taken from both "U. S. Navy Regulations, (Chapter 21, Sections 8, 9 and 10) and from "U. S. Naval Flags and Pennants — Descriptions, Uses and Customs" (DNC 27).

"Navy Regulations" was our (as it should be your) last-word authority for honors and ceremonies. DNC 27 is a guide, but is not intended to be the sole source of information regarding flags and pennants. That job belongs to "Navy Regs."

You should keep one point in mind when you read "Navy Regs" for your information about the half-masting of colors. Unless specifically indicated otherwise, references to ships half-masting the ensign pertain to underway periods as well as periods when not underway. — Ed.

First Navy-Wide Exams

SIR: When were the first Navy-wide examinations for advancement in rating given after World War II? — M.S.L., EMC, USN.

• The first Navy-wide examinations, as we know them today, were conducted on 1 Jul 1950.

The Chief of Naval Personnel had, however, controlled the number of advancements even before that. BuPers Circular Letter 191-46 (in 1946) placed advancements to CPO and PO1 under quotas assigned by the Chief of Naval Personnel.

In 1948 Circular Letter 155-48 was issued. It put all advancements under quotas issued by the Chief of Naval Personnel. Circular Letters have since been replaced by BuPers Instructions and Notices. — Ed.

Repairs to the Flag

SIR: One of our recruiters, during a recent visit to a high school, was asked, "Officially, can the national ensign be cut off and hemmed when it has become frayed from use? What is the total length which may be cut off?"

This recruiter, a boatswain's mate, stated that it was common practice aboard ship. However, a search through the various regulations and publications available at this command has failed to reveal an authoritative answer. Is there an official regulation on this subject? — E.A.H., Jr., LT, USN.

• Art. 118.2 of DNC 27, "U. S. Naval Flags and Pennants, Descriptions, Uses and Customs," states: "Minor repairs may be made to the ensign as required to maintain its fitness as an emblem."

There are no specific limitations on the extent of repairs. — Ed.



STEAMING into San Francisco after 22 months in the Far East, USS James E. Kyes (DD 787) displays a 400-foot homeward-bound pennant.

Proceed Time

SIR: My division officer and I have a question on proceed time. Here are the circumstances:

LT X was ordered from the Naval Hospital at San Diego to the Naval Training Center, also at San Diego, for temporary duty. His orders specified that he was to report immediately.

Subsequent message orders from BuPers directed that he be detached from his temporary duty at the Naval Training Center and report to the commanding officer of the Service School Command at San Diego for duty relieving another officer.

I gave LT X four days of proceed time in reporting to the CO of the Service School Command, basing my action on Para. (j) of Article C5315 of BuPers Manual.

I was overruled by my division officer on the four days' proceed time on the contention that the orders for temporary duty at the Naval Training Center at San Diego from the Naval Hospital, San Diego, didn't specify "to proceed" but rather "to report immediately." Also, that the BuPers message orders omitted the words "to proceed."

Must orders specifically state "to proceed" before I can apply the provisions of Para. C5315 of the BuPers Manual to a case like this? If so, I had better get ready to eat my hat. — R.T.T., YN2, USN.

• This is one of those cases which can cause great confusion.

LT X was not entitled to four days' proceed time in that part of the move involved between San Diego Hospital and the Naval Training Center. This is because the orders expressed haste when they stated "report immediately." Our authority for this is Article 1229 of "U. S. Navy Regulations." This is also defined in Article C-5315(1) of the

"BuPers Manual." LT X was entitled to a maximum of 12 hours' proceed time here.

In the move between NTC and the Service School Command, no particular haste was expressly indicated.

In this instance, the officer was legally entitled to four days' proceed time. It seems to us, however, that he should have taken only such time as was actually necessary to hie himself hence.

Now to your question regarding "proceed time."

Article 1229, "U.S. Navy Regulations," says that "An order from competent authority to an officer, requiring such officer to report for duty at a place, or to proceed to any point and report for duty, but fixing no date and not expressing haste, shall be obeyed by re-

Advancement and Tour Dates

SIR: Does advancement to chief change the length of a tour ashore? I reported to shore duty in March 1961. Normally, I would go back to sea in March 1963 (shore tour for my rate is two years). Come November, however, I'll be putting on the chief's hat. Will my tour length be extended to three years (normal tour for MRC), or will it remain as it is? — J.G., MR1, USN.

• Under Seavey-Shorvey, the date you rotate back to sea is recorded when you first report ashore. The rate you hold upon reporting is used as the tour guide. Advancing to a rate with a longer shore tour doesn't change your tour length once it has been recorded. You'll rotate on schedule. This is spelled out in the "Enlisted Transfer Manual," Art. 7.41c(3). Anyway, congratulations on making chief. — ED.

porting within four days, exclusive of travel time, after its receipt for execution." From the foregoing, it will be readily apparent that the word "proceed" is not a requirement in orders in order to be entitled to proceed time. — ED.

'B' Billets

SIR: When I completed GS Class "A" School in 1960, I was ordered to attend factory schooling, then report to my present ship for duty in a BuPers-controlled "B" billet.

There were no factory classes scheduled for that time so I was sent from there to the ship. Since then, I have attended no schools and my service record shows my NEC to be "0000."

Ship's records carry me and three others in identical situations in "B" billets. We are told that, since we are in "B" billets, we cannot be transferred from sea duty by EPOLANT and that we can be involuntarily extended along with other "B" billet personnel.

We are ordered to fill "B" billets but without BuPers code numbers. Are we Bureau-controlled personnel?—T.A.B., GS2, USN.

• Indeed you are. You are being retained in a "B" billet because of the critical shortage of GS personnel throughout the Navy and because of the on-the-job-training you have received in your ship. (Incidentally, for those who don't know the term, a "B" billet refers to any billet filled by a detailee in the Bureau of Naval Personnel. For more info, see the Seavey-Shorvey issue of ALL HANDS, May 1962.)

Even though you did not receive factory training and have an NEC of "0000," you will continue to be carried and ordered ashore in a "B" billet when an adequate relief is found.

The official word on this subject can be found in Para. 3b of BuPers Inst. 1306.69 entitled "Billets and Rates Controlled by the Chief of Naval Personnel." — ED.

Search for Gooneybird

SIR: USS North Carolina has been enshrined by the people of North Carolina as a memorial to all service men and women of World War II and is being exhibited, as closely as possible, in its wartime condition.

The Navy has been most cooperative in assisting us in procuring various articles of equipment to add authenticity to this exhibit, but we have been unable to locate an OS2U-3 Kingfisher on floats, which, we think, would add greatly to the memorial and rekindle memories in the hearts of old sailors who were associated during World War II with the "Gooneybird."

We would appreciate it if ALL HANDS would inform its readers that we are searching for a plane of this type to

be preserved on board as a permanent exhibit.

One of your readers, somewhere, may recall seeing one of these planes which we might obtain to remind the public of the important role played by battleship pilots during World War II. — G. Andrew Jones, Jr., Secretary, *uss North Carolina Battleship Commission*.

• Any ALL HANDS readers knowing the whereabouts of a "Gooneybird" (Midway Island readers, please discriminate) can get in touch with Mr. Jones at Post Office Box 629, Raleigh, N. C. — ED.

Opportunity for Officer Training

SIR: I have, under my supervision, an airman whose goal is to become a naval officer. He enlisted in the Regular Navy for four years, hoping to qualify for the Naval Academy. He has taken the entrance examination for the Academy twice, but has not been selected, and now realizes he does not have sufficient education to achieve his goal. His GCT (55) ARI (48) and MECH (47) scores are not, to my knowledge, high enough to qualify him for any other programs.

He will have completed two years of active duty in August of this year. He has requested a release to inactive duty to enroll in college to meet the requirements for the Naval Aviation Cadet program. Upon completion of his education he would return to active duty and complete his obligated service. However, I have been unable to find any instruction which authorizes this sort of request.

This boy is very "military minded," and has expressed his desire to make the Navy his career. Please advise if there is any instruction covering this situation, or what action he might take to achieve his goal. — C.J.S. ADRC, USN.

• Article C-10307 of the "BuPers Manual" prohibits a release to inactive duty for the express purpose of attending school, accepting civilian employment, etc.

As for the alternatives — individuals serving on continuous active duty, who possess a minimum of 60 semester or 90 quarter hours of satisfactory college work, are eligible to apply for the Naval Aviation Cadet program regardless of GCT, ARI and MECH scores. Requirements for this program are contained in BuPers Inst. 1120.20B.

The airman might find it possible to gain some of the necessary credits through off-duty-hours attendance at a nearby college or university, or through USAFI correspondence courses. He might decide to go out of the Navy temporarily two years from now, get in the necessary college work, and then make another try for the Naval Aviation Cadet program.

Whatever he decides to do, we hope he makes it. The Navy could use more men with his attitude. — ED.



THE GUIDED missile cruiser USS Oklahoma City (CLG 5) returns to U. S. after being relieved of her duties as flagship of the Seventh Fleet.

Vernon County Answers Up

SIR: I couldn't help noticing the article in the September 1961 issue of ALL HANDS (page 24) titled "Stars for Lorain County." I also agree that seven reenlistees in one day is sufficient to stimulate a boastful attitude. However, *uss Vernon County* (LST 1161), homeported in Yokosuka, Japan, should also be entitled to a fair slice of the cake.

Since our first STAR reenlistment on 19 Nov 1960, which as far as we know was the first in the Navy, *Vernon County* has chalked up 19 reenlistments, nine of which were under the STAR program. This number may also seem insignificant but, according to your figures, a ship the size of *Forrestal* would need to reenlist more than 655

men per year to equal our total.

I believe a record such as ours should come somewhere around the outstanding mark. How about it? — ENS J. A. Tallerico, USNR.

• Although it's obvious that you have done a fine job in the reenlistment business, we refuse to grade you without further information.

The way we see it (again using an approximate figure of 100 men in your crew), you reenlisted about 19 per cent of your crew during a one-year period. We did check your arithmetic, and we figure 19 per cent of a crew of 3000 (the approximate figure we used for a *Forrestal* class carrier) is 570 men. Although this is still a sizable number of men, the difference between your arithmetic and ours is almost enough to man another tank landing ship.

You were also a little behind in your first STAR claim. We don't know who was the first STAR to be reenlisted, but we did run a picture of one of the first in our November 1960 issue. He reenlisted aboard *uss Randolph* (CVA 15) during the week of 23 Sep 1960, about two months before your first man reenlisted.

We don't know what your reenlistment rate was for fiscal year 1961 (although we suspect it was high), but we thought you might be interested in the Navy's over-all reenlistment rate for that year. It was 44.3 per cent. This percentage is a combination of the career rate and the first term rate. The first term reenlistment rate was 27.8 per cent. The over-all percentage is quite a bit higher than that of a few years ago, and much of the credit must go to you men of the Fleet who push such programs as STAR. You do a fine job. Keep it up. Any other STAR-makers? — ED.

Proper Uniform for HMCS

SIR: In the letters section of the December 1961 ALL HANDS a USN correspondent, identified as an HMCS, enquired whether badges should be worn on collar and sleeve while serving with a Marine unit. The question does not seem to be valid.

Everyone knows the HMCS stands for Her Majesty's Canadian Ship. Therefore, your correspondent should wear the white ensign at the taffrail, the Canadian blue ensign at the jackstaff, the white masthead pennant at the fore truck, and a red maple leaf on either side of the funnel. I enclose a diagram (see cut). — Philip Chaplin, LT, RCNR.

• We've dropped a line to Senior Chief Hospital Corpsman C. B. H. suggesting that he return the courtesy by sending an enlarged rating badge to your ship. — ED.

The Mothball Fleet

SIR: Below you will find a poem entitled "Mothball Fleet," which I hope you will consider for publication in a forthcoming issue of ALL HANDS Magazine. — R. C. Steensma, LCDR, USNR.

• Poems, other than New Year's

Upon Viewing the Pacific Reserve Fleet at San Diego

LCDR Robert C. Steensma, USNR

Grey ghosts, aging somnolently
Under a hazy and caressing sun
Like hoary heroes reminiscing
Of old battles and victories dim
And mottled in misted memory.
Voiceless now the full-throated guns,
Quiet the once-throbbing flight decks,
Stiff and indolent the antennae
Once pulsating with electric urgency,
Lifeless the berthing and messing
spaces
Filled now with still air and dessicant,
Sleeping now the sea-furies
With cracking paint and salt-rotten
decks
Listening to the gliding gulls' cries
And the haunting memories wafted
On the soothing sea-wind:

Memories of the birth-pangs —
Throongs of the sweating cursing
midwives
Wresting the burgeoning titans
From the wombs of countless
shipyards
With cold steel and white-hot rivets.
Memories of champagne bottles,
Florid buntings, clichéd speeches,
And surrender to the first caress
Of the loving water at way's end.

logs, usually don't find their way into ALL HANDS. But, after circulating yours among members of our staff, we decided to bend our long-standing rule just far enough to let our reader audience share in your views. We enjoyed it. — Ed.

Memories of the tortuous sea-trials
And stern approval of the sea-masters
Amid the urgency of time and war.
Memories of the battle-test,
Of jagged, piercing metal-wounds,
Of dead, grotesquely twisted bodies
And the sacrificial smoke and blood.
Memories of the deaths of sisters
In the fiery breath of a hundred
campaigns
In a hundred God-forsaken lonely
places —
Leyte, Coral Sea, Midway, Okinawa,
Attu, Makassar Strait, and China Sea.
Memories of victory's ache and tears,
And searing despair of nagging defeat.
Memories, too, of clamorous home-
comings,
The speeches and tumult of V-J Day.
And memories of the mothballing
And towing to the resting-places,
And memories of a nation's quick
neglect.

Memories, memories — the stuff
That gives life to men and ships —
Memories rise and linger and fall
In rhythm with the lapping wavelets.
And the circling gulls' eerie cries
Under the cynically indifferent skies.

Saluting When Not in Uniform

SIR: Is it proper for a Navyman attired in an athletic uniform to salute the national ensign while boarding or leaving his ship? This question is being tossed around by our ship's baseball team. Some of the team's members do not salute the colors when leaving the ship or returning after a game. They say "It's not proper to salute if not in full Navy uniform."

I say they should salute, if covered, even if the cover is a baseball cap or football helmet. The basis for my argument is *Military Requirements For Petty Officer 3 & 2* (NavPers 10056), which states that members of an athletic team or working party should salute the national ensign, if covered, regardless of the type of headgear worn, if their hands are free. Also, *U. S. Navy Regulations* (Art. 2108) notes that Navy men, upon coming on board ship, shall salute the national ensign if it is flying. This latter reference says nothing about not saluting if not in Navy uniform, so I interpret this as applying to all Navy men, no matter

what they happen to be wearing. — D.G., YN3, USN.

• Your interpretation is correct. The "Navy Regs" article you cite means exactly what it says. No mention of uniform is made because the type of uniform worn has no bearing on the

Record for World Cruises

SIR: We, the members of Commander Mine Squadrons Seven and Nine, would like to know if anyone can top the following record racked up some time back by one of our shipmates, Radarman First Class Edwin N. Bowe, USN.

Between 5 Sep 1951 and 19 Aug 1954 — a stretch of just two years, 11 months — Radarman Bowe made four world cruises in four different ships. He shipped in, successively, the destroyers USS *Bristol* (DD 875), *McGowan* (DD 678), *Gatling* (DD 671) and *D. H. Fox* (DD 779). — E.W.D., YN2, USN.

• Well, let's see now. There was this guy Magellan . . . Ed.

matter — each person shall salute the national ensign whether or not he's in uniform.

If you read a little further through "Navy Regs" you'll note in article 2110, paragraph 5, that persons not in uniform should salute in accordance with civilian customs, except when saluting another person in the armed forces, in which case the hand salute should be used. This also applies to the colors — use the hand salute. — Ed.

HHE Weight Allowances

SIR: I have a question that has been kicked around for about as long as I can remember. Perhaps you can answer it for me.

How many pounds of household effects can a single man ship on a permanent change of station? Some say a single man can ship none, while others contend he is limited to 400 pounds. What's the correct answer? — O.E.F., AMS1, USN.

• Your marital status has no effect on the weight allowance of household effects that may be shipped at government expense. The only requirements are that you be a petty officer second class or above or a third class petty officer with over four years' service. Marital status isn't mentioned.

Here are the non-packed weight allowances for each rank and rate:

Rate or Rank	Temporary Duty	Permanent Duty
Admiral	2000	24,000
Vice Admiral	1500	18,000
Rear Admiral (upper half)	1000	14,500
Rear Admiral (lower half)	1000	12,000
Captain	800	11,000
Commander	800	10,000
LCDR and Warrant Officer (W-4)	800	9500
LT and Warrant Officer (W-3)	600	8500
LTJG and Warrant Officer (W-2)	600	7500
Ensign and Warrant Officer (W-1)	600	7000
Master Chief Petty Officer	600	7000
Senior Chief Petty Officer	500	6500
Chief Petty Officer	400	6000
Petty Officer, First Class	400	5500
Petty Officer, Second Class	400	5000
Petty Officer, Third Class	400	4500
(with four years' service)		
Aviation Cadet	400	400

All grades of admiral are currently limited to 11,000 pounds of household effects by appropriation act rider.—Ed.

Steam Sloop San Jacinto

SIR: A ship's bell was recently removed from the cupola atop the U. S. Coast Guard Base Administration Building at Key West, Fla. An inscription on the bell reads as follows: "U. S.

Steamer *San Jacinto*, U. S. Navy Yard, Washington, 1851." The building from which the bell was removed was (according to the records) the first building erected in NavSta Key West proper, but there exists no local information, that I can find, as to the origin of the bell.

Any information you could furnish me concerning this bell and/or the steamer *San Jacinto* would be appreciated.—R.W., LT, USCG.

• A search of *San Jacinto* records in the National Archives reveals that no logs for that ship exist before 26 Feb 1852. There is no mention made in the letters of the Commandant, New York Navy Yard, during 1851 of *San Jacinto* receiving a bell, nor is there any record in the letters of the Commandant, Washington Navy Yard, for 1852 that she stopped there en route to Norfolk. Moreover, there is no record of the casting of any ship's bell in the Washington Navy Yard in 1851.

San Jacinto was a ship of 1567 tons, built at the New York Navy Yard in 1850, and classed first as a steam frigate and later as a steam sloop.

She initially served in the Mediterranean Squadron from 1851-53, and, following repairs at the Philadelphia Navy Yard, sailed again in August 1854 on a special service cruise, after which she served as flagship of the East India Squadron in 1856-57.

San Jacinto next served with the African Squadron in 1860-61, where she was involved in helping to suppress the slave trade. On her way home from that duty, in November 1861, she intercepted and seized Messrs. Mason and Slidell, Confederate Commissioners to England, who were on their way there as passengers on the British mail steamer *Trent*. After delivering her prisoners at Boston and refitting, she joined the East Gulf Blockading Squadron from 1862-64. She served part of that period as Squadron flagship, and made a num-

ber of captures. She was wrecked on No Name Key, Great Abaco, Bahama Islands, on 1 Jan 1865 which brought an end to her salty career.—Ed.

Submarine Duty for BMs and PNs

SIR: I have heard of cases in the recent past in which BMs and PNs, two ratings not normally assigned to submarine duty, have attended basic submarine school and are now serving in submarines.

If it is possible for either of these ratings to apply for submarine training or duty, I would appreciate your advising me of the necessary procedures.—H.N.H., PN1, USN.

• There were BM billets on board submarines during World War II and, more recently, when troop transport submarines were operational. There are, at present, 10 BMs serving in the submarine forces, including staffs.

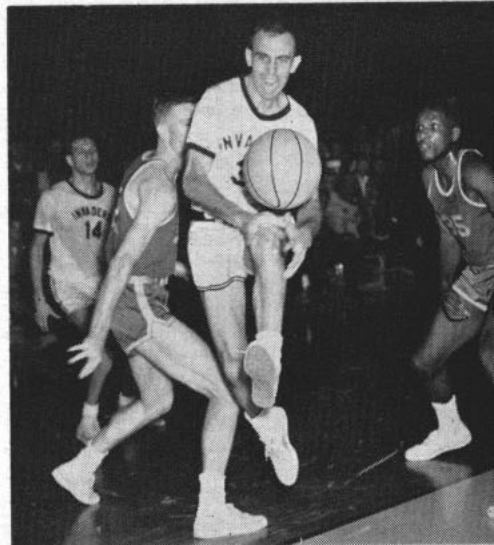
They have become qualified submariners and have continued in submarines, filling billets for other ratings because there is now no justification for BM billets on board.

There was a time when a shortage of YNs led the Navy to use PNs for submarine duty. Twelve are still in submarines. Generally speaking, however, the Navy does not consider this a satisfactory arrangement.—Ed.

Time Caught Speeding

SIR: In the April 1962, ALL HANDS letters section (Wants To Score, p. 26), reader L.D.S., YN2, enlisted in June 1958 and "completed a four-year hitch last June." I find this somewhat amazing. The way I figure it, the period June 1958 to June 1961 is three years. Did reader L.D.S. perform so splendidly he was credited with an extra year? Or did ALL HANDS goof? —W.E.W., YN3, USN.

• Your closing query contains a profound truth.—Ed.



PHIBPAC's Jim Henry grabs for loose basketball in off-season game with San Diego Marines.

What Happened to Panther?

SIR: What ever happened to my old ship, USS *Panther*? I served on board her from January 1914 to September 1919. When I left her, she was at Bordeaux, France, and I have heard no more of her since. Could you please publish a short account of her activities?—H.O., LTJG, USN (Ret.).

• Glad to. *Panther* was an auxiliary cruiser built in Philadelphia in 1889 and purchased by the Navy Department in April 1898. She was commissioned on 22 Apr 1898, and served in the North Atlantic Fleet until 1900. From 1900 to 1902 she was at the Navy Yard, League Island, Pa.; 1902-03 with the North Atlantic Fleet and Caribbean Squadron; 1904-07 auxiliary to the Receiving Ship *Lancaster* at League Island, and out of commission.

- On 18 Nov 1907 she was recommis-



POLAR PUSHUPS—B. M. Anderson, PH1, USN, of VX-6, gets in shape at McMurdo Sound, Antarctica.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, **ALL HANDS** Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Louisville* (CA 28) — A reunion is scheduled for 3, 4 and 5 August at the Hotel Henry Clay, Louisville, Ky. For details, write to Wilmer E. Morrison, 527 Lincoln Ave., Collingswood 7, N. J.

• *uss North Carolina* (BB 55) — A reunion at Wilmington, N. C., is scheduled for early August. For further information, write to Paul A. Wieser, 532 Princeton Rd., Linden, N. J.

• *uss Thomas Jefferson* (APA 30) — The 15th annual reunion will be held at the Statler Hilton Hotel, Boston, Mass., on 1 September. For information, write to Clifford Phelan, 25 Esterbrook Rd., Lexington 73,

Mass., concerning reunion plans.

• *29th Seabees* — The 16th annual reunion is scheduled for the Statler Hilton Hotel, St. Louis, Mo., on 16, 17 and 18 August. For further information, write to Leonard J. Knoll, 10346 Edgefield Dr., St. Louis 36, Mo.

• *Operation Deep Freeze IV* — A reunion for those who took part in the 1958-59 Operation Deep Freeze IV is scheduled for the Schroeder Hotel, Milwaukee, Wis., on 17, 18 and 19 August. For details, write to LCDR L. J. Green, CEC, USN, U. S. Naval Torpedo Station, Keyport, Wash.

• *uss Roy O. Hale* (DE 336) — All who served from commissioning to 1946 who are interested in holding a reunion may write to Wayne Waddle, USN&MCRTC, Denver Federal Center, Bldg. 20-F, Denver, Colo.

• *uss Rochester* (CA 124) — Those who served from 1956 to 1959 who are interested in holding a reunion may write to Robert L. Brandt, 626 San Bernardino, Pomona, Calif.

sioned, and served as Fleet auxiliary and repair ship in the North Atlantic Fleet until 1916. Her next major assignment began in July 1918, when she went to Brest, France, as tender to the Destroyer Force. She continued in this duty until 1921.

From 1921 to 1922 she was attached to the Asiatic Station. She was placed out of commission and sold in March 1923.—ED.

Incentive Pay for Polaris Crews.

SIR: I am writing in the hope you can enlighten me and many other surface sailors as to the need for payment of extra incentive pay to the "off" crews of Fleet Ballistic Missile submarines. This is a point which causes frequent — sometimes quite heated — discussions between submariners and non-submariners.

I do not mean to imply that Polaris sub crews don't earn this incentive pay while at sea, but I wonder why it should not be terminated when the crew is rotated ashore. It should be noted that there is a restriction on the payment of sea pay for periods during which Navy men drawing such pay are TAD or otherwise ashore over a certain period of time. Why don't these same restrictions apply to the crew members of these certain submarines?

We all agree that the life of the average submariner involves many inconveniences. Inconveniences, however, are not confined exclusively to the submarine Navy. For example, destroyer force sailors who man the radar picket destroyers probably spend as much time at sea during a year as the average Polaris crews.

There has been some talk in recent years concerning granting of veteran's benefits to men who have entered the service since the Korean conflict. This idea has been consistently sidetracked for many reasons, chief of which appears to be lack of funds. Why wouldn't it be better to allocate funds for this purpose, rather than for payment of incentive pay to personnel not actually earning it? Aviators must fly to earn flight pay, divers must dive to earn diving pay. What makes these FBM submariners so special?

I realize this is a touchy subject. I hope, however, that you can furnish me the real reason for this use of funds which I feel could be employed in a more important and constructive fashion. — W.E., YN3, USN.

• *Your inability to divine the reason*

It Beats Me.

SIR: I recently finished reading the Navy Training Course booklet, *Yeoman 3 & 2* (NavPers 10240-C). There seems to be a discrepancy in Chapter Five.

The text indicates that Maine is one of seven states that should not be abbreviated. Yet the quiz at the end of the chapter says Maine is abbreviated Me.

Should it be abbreviated or not? — A.R.E., YN3, USN.

• *Maine should not be abbreviated.* The 1961 reprinting of *NavPers 10240-C* corrects this. The other states that should not be abbreviated are Alaska, Hawaii, Idaho, Iowa, Ohio and Utah. — ED.

behind full-time incentive pay for Polaris crews stems, quite possibly, from the fact that you are on shore duty, and not, so to speak, in the same boat as a submariner. As is the case with almost any discussion, it is helpful to look at facts from both sides. We suggest that you put yourself in the place of the submariner while you consider the following answer to your question, and see if the reasons behind such payments don't then become a lot clearer to you.

Men for Polaris ships must be recruited from among the crews operating in our submarine force. These men are, in the vast majority of cases, already receiving submarine pay on an annual basis. This is what they anticipate when they are assigned to an operating submarine, except for infrequent periods of attendance at a school or some other extraordinary duty absents them from their ships for 16 days or more.

Under these circumstances, they can hardly be expected to volunteer for other submarine duty (Polaris) for which they would receive incentive pay only two-thirds of the time at most. This is particularly true when the duty for which they are asked to volunteer — Polaris submarine duty — is even more arduous than that which they have been performing, is at least as hazardous, and requires, prior to assignment to an FBM submarine, an extensive period of training, during which they will not receive submarine pay. — ED.

KD Unit Gets Around

SIR: From time to time we read in **ALL HANDS** various letters from Navy men in the Fleet who claim "firsts" or "records" for themselves or their commands. We figure it's about time you heard from the Pacific Fleet's KD Unit 25 of Utility Squadron 5. We think we have established a record of sorts.

During a period of three years (January 1959 to January 1962) KD 25 served on board 35 different ships. They were: *uss Etlah* (AN 79), *Tillamook* (ATA 192), *Mahopac* (ATA 196), *Alamo* (LSD 33), *Hamilton County* (LST 802), *Vernon County* (LST 1161), *Windham County* (LST 1170), *Tom Green County* (LST 1159), *Washoe County* (LST 1165), *Washtenaw County* (LST 1166), *Westchester County* (LST 1167), *Whitfield County* (LST 1169), *Terrell County* (LST 1157), *Cayuga County* (LST 529), *Zelima* (AF 49), *Sirius* (AF 60), *Bremerton* (CA 130), *Saint Paul* (CA 73), *Brush* (DD 745), *Thomason* (DE 203), *Ranger* (CVA 61), *Hancock* (CVA 19), *Bennington* (CVS 20), *Thetis Bay* (LPH 6), *Pine Island* (AV 12), *Mauna Kea* (AE 22), *Grapple* (ARS 7), *Chanticleer* (ASR 7), *Hitchiti* (ATF 103), *Takelma* (ATF 113), *Mataco* (ATF 86), *Cocopa* (ATF 101),

Abnaki (ATF 96), Sioux (ATF 75) and Ute (ATF 76).

We have records to back up our claim and invite any and all units to try to top it. — D.E.B., AT1, USN, and H.L.A., ADC, USN.

● It appears ALL HANDS is lucky that KD 25 slowed down long enough to write a letter. We suspect some frogmen, amphibians, Seabees, or even another airdale unit will produce some statistics to challenge your claim to fame. (For the information of readers not familiar with airdale lingo, KD is a unit which maintains the pilotless aircraft, or drones, at which ships blast for target practice.) — Ed.

Medical Care After Discharge

SIR: I have a problem. My wife is expecting, and the estimated date of the baby's arrival is the same one on which I will be discharged from the Navy.

My wife is now being treated under the Medicare program. What will happen if the baby isn't born until after I am discharged? Can she still be treated under this program for a short period of time, or will this care stop the minute I am discharged? — R.C.B., AQB3, USN.

● If the event occurs sometime before 2400 on the day you receive your discharge, the Navy pays. After that time and date, you must pick up the tab.

Para. 16 of SecNav Inst. 6320.8A states, "In case a dependent is an inpatient at a uniformed service facility at the time the member . . . is discharged from the service, . . . the government's responsibility for furnishing such a person medical care under the Dependent's Medical Care Act ceases at 2400 hours of the date of such event."



MANNED AND READY—A gunnery crew of USS Los Angeles (CA 135) undergoes training at sea.

Paragraph 24C of this same instruction states, ". . . The government's responsibility ceases, so far as the dependent or member is concerned, as of 2400 hours on the date the dependent, for any reason, ceases to be entitled to receive care from civilian sources at government expense. . . ."

This leaves no doubt. Your wife becomes ineligible for benefits of medical care at government expense at 2400 on the date you are released from active duty. (This would not be true, of course, if you were retiring or being transferred to the Fleet Reserve.) Any medical care received after your separation from active duty is your responsibility, not the Navy's. — Ed.

Nine Battle Stars for Laws

SIR: Can you supply me with some information on USS Laws (DD 558)? My father served in Laws during the Second World War. — J.P.

● USS Laws was named for LT Alexander Laws, USN, who, while a midshipman with Stephen Decatur, sailed the ketch Intrepid under the guns of Tripoli's harbor to burn the U. S. Frigate Philadelphia, which had been captured by the Tripolitans.

Laws was commissioned late in 1943 and played an active role in the Asiatic-Pacific Theater during World War II.

Her duties were routine for a few months until 10 Jun 1944 when she stood out with RADM J. B. Oldendorf's battleship force en route to Saipan where she screened the escort carriers while they made their air strikes.

Early in the evening of 17 June, Laws opened fire on enemy planes which were attacking the carriers. Her AA barrage scored two sure kills and one assist. Another enemy raid began about 24 hours later and Laws' guns again aided in breaking up the attack.

Laws' other contacts with the enemy during the remainder of her career were similar to her first. She supported Fleet operations around Saipan, Palau, the Philippines, Leyte, Formosa, Okinawa and the China coast.

Early in February 1945, Laws became a pioneer radar picket ship as the war moved relentlessly toward the Japanese home islands.

Laws was ordered to Pearl Harbor in September 1945, where she picked up a load of homebound enlisted men.

She arrived with her happy cargo at Bremerton, Wash., on 24 September and was placed out of commission and in reserve. She was reactivated in October 1961.

During her career, Laws earned nine battle stars on the Asiatic-Pacific Area Service Medal. She was typical of the many destroyers that performed a tough, vital job in World War II. — Ed.

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Superintendent of Documents
Government Printing Office
Washington 25, D.C.

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NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)

SECOND

E. E. LODDERS, DMSN, USN



"There seems to be some kind of shiny obstruction . . . no, that's the door knob."

THIRD

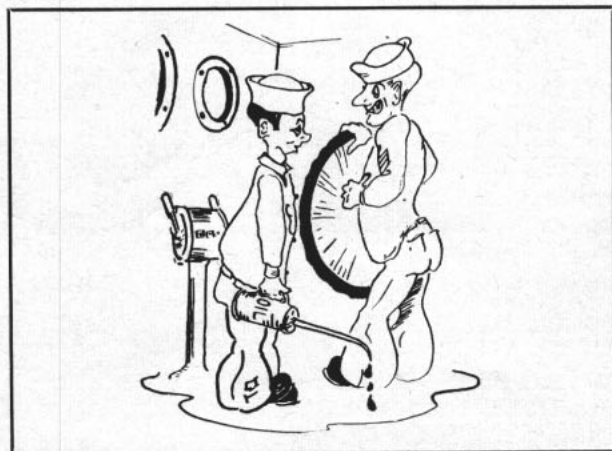
J. E. KRAUSE, SN, USNR



"He should have let it go, it was foul any way."

FOURTH

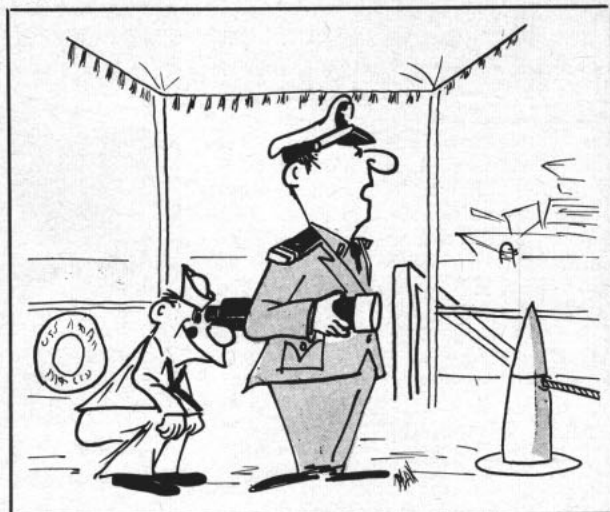
E. J. GEISLER, YN1, USN



"Where's that relative bearing I'm supposed to oil?"

FIRST

LTJG T. K. DEAN, USNR



"Notify the CDO that Miss Naval District and her court are arriving."

Cartoon Champs

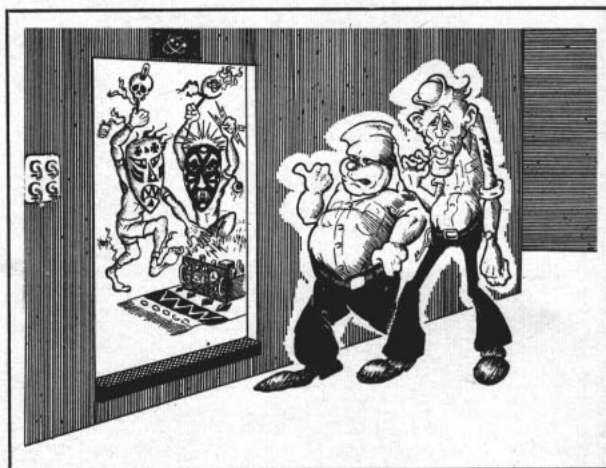
THE NAVYMAN's choicest forms of humor oftentimes poke fun at himself — and the entries in the seventh annual All-Navy Cartoon Contest are certainly no exception.

From among the hundreds of entries which poured into the Bureau of Naval Personnel, 10 winners — first, second, third, fourth and fifth place; plus first, second, third, fourth and fifth honorable mention — were selected. And, not surprisingly, the judging panel found itself faced with some extremely tough decisions, as the humor of the subject matter and the skill in drawing were, if anything, of an even higher caliber than in previous years.

However, a final ballot finally produced a winner — LTJG Thomas K. Dean's portrayal of the sailor's perennial delight at the sight of a pretty girl. Champ cartoonist Dean serves at the Naval Amphibious Base, Coronado, Calif.

FIFTH

J. R. THORNTON, SOG2, USN



"Beats me how they do it, but you gotta hand it to the ET's around here for getting the gear fixed quick."

FIRST HONORABLE MENTION

E. J. GEISLER, YN1, USN



"Physical fitness exemption for those over 40 doesn't mean the size of the waistline, Chief!"

He is also one of this year's two double winners — another of his efforts, depicting the frustrations of a ship's movie operator, won him the second honorable mention spot.

Another double winner was Yeoman First Class Emmet J. Geisler, USN, of Flag Allowance, COMCRUDES-PAC Headquarters, San Diego. Yeoman Geisler captured fourth place honors with a variation on an old theme — the starry-eyed innocence of the young boot seaman — and also copped first honorable mention with his version of physical fitness program, a popular subject.

Second place went to Draftsman Seaman E. E. Ladders of the Illustrator Draftsman School, CBC, Port Hueneme, Calif., for his cartoon-form coverage of one unfortunate

sailor's visit to a Navy dispensary.

Seaman James E. Krause of the heavy cruiser *USS Newport News* (CA 148) sketched his way into third place with a look at one of the problems encountered in underway athletics. And Sonarman Second Class John R. Thornton of the U.S. Naval Facility, San Salvador, Bahamas, edged into fifth place.

Third, fourth and fifth honorable mention awards, meanwhile, were grabbed off by: Radioman Second Class James E. Robinson of Flag Allowance, Commander Training Command, Pacific Fleet; Senior Chief Engineman (SS) William K. Munn of the Atlantic Fleet submarine *Grampus* (SS 523); and Draftsman First Class C. P. Patrick from CBC, Port Hueneme.

SECOND HONORABLE MENTION

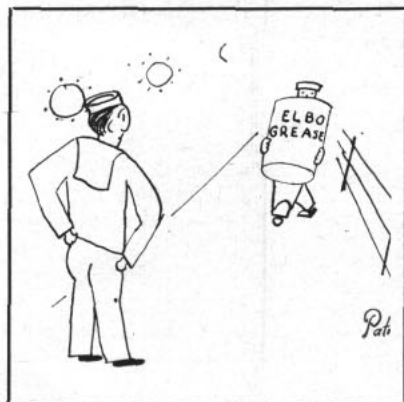
LTJG T. K. DEAN, USNR



"Now the name of the movie to be shown on the mess deck is ... is ..."

FIFTH HONORABLE MENTION

C. P. PATRICK, DM1, USN



"Well, I'll be darned!"

THIRD HONORABLE MENTION

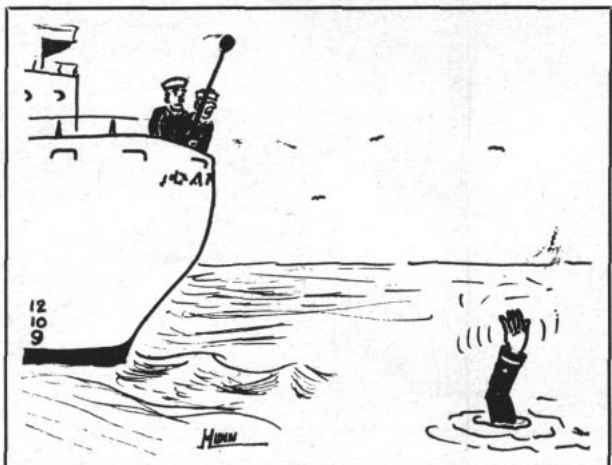
J. E. ROBINSON, RM2, USN



"One"

FOURTH HONORABLE MENTION

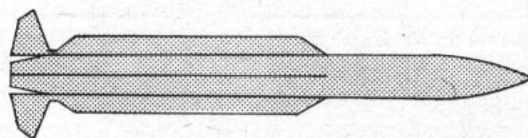
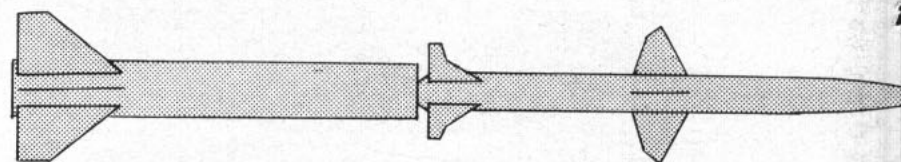
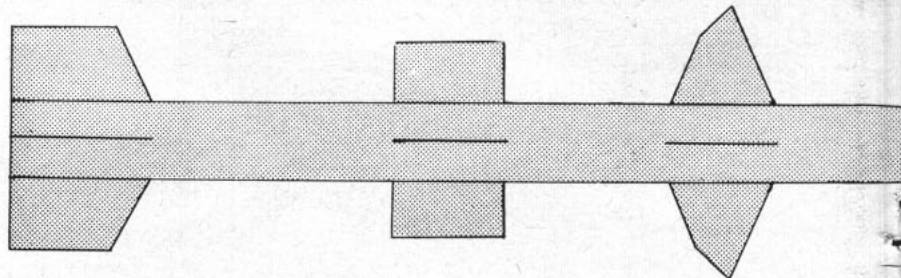
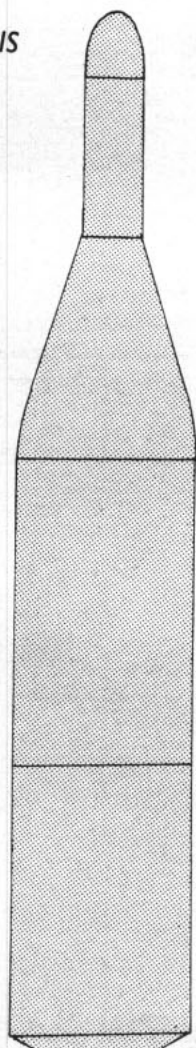
W. K. MUNN, ENCS(SS), USN



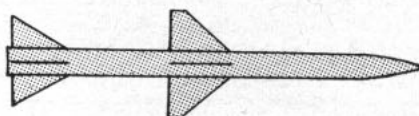
"That was not the proper way to dip the ensign."

NAVY OPERATIONAL

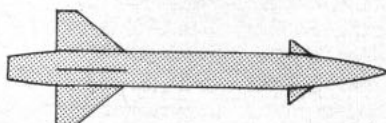
POLARIS



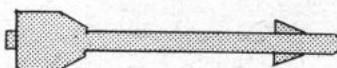
TARTAR



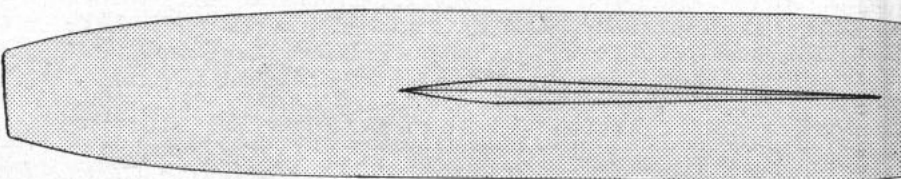
SPARROW III



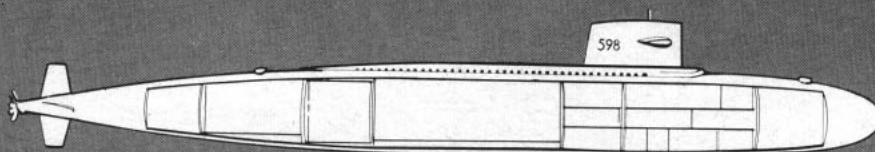
BULLPUP



SIDEWINDER



REGULUS I



POLARIS

-Surface
can be
listic M

TALOS

-Largest
designed
range and
and ship
missiles
seconds

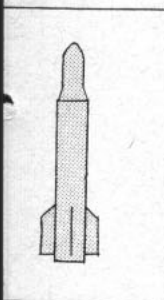
MISSILES AND ROCKETS



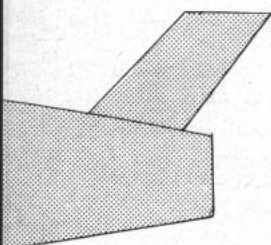
TALOS



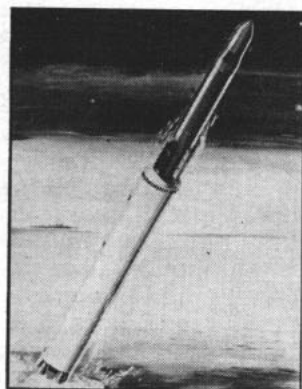
TERRIER



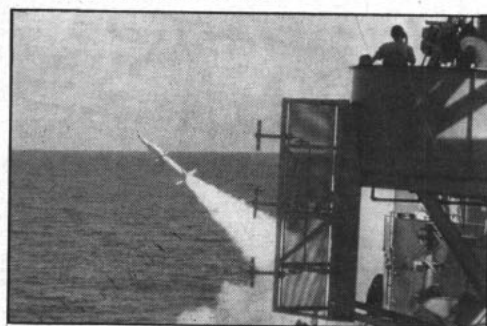
SUBROC
dimensions classified



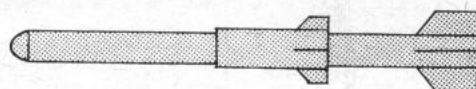
Asroc ready for loading.



Subroc breaks surface.



USS Dewey (DLG 14) launches Terrier missile.



ASROC



ZUNI



ALFA

ROCKETS

ASROC

— Rocket-assisted antisubmarine warfare torpedo fired from surface ships.

ZUNI

— All-weather rocket used by attack aircraft against ground targets.

ALFA

— Surface-to-underwater rocket fired from DEs as an ASW weapon.



Sparrow III leaves launcher of F3H Demon.

GUIDED MISSILES

o-surface, deterrent/retaliatory missile
ed by submerged or surfaced Fleet Bal-
sile subs.

shipboard surface-to-air missiles, it was
for guided missile cruisers. It has long
can be used effectively against shore
system automatically selects and loads
and trains and elevates launchers, all in

TERRIER

— Medium range surface-to-air missile system having capabilities similar to those of Talos system. Designed for cruiser and destroyer type ships.

TARTAR

— Smallest of the Navy's surface-to-air missiles— similar to Terrier except for shorter range. System has automatic features similar to those of Talos and Terrier. It was designed for destroyer type ships or as secondary battery on larger ships.

SPARROW III

— Air-to-air missile for use against high-performance aircraft in all kinds of weather. Also allows head-on attacks.

BULLPUP

— Air-to-surface missile, accurate and simple in design, for use against small defended targets— pillboxes, bridges, tanks, etc.

SIDEWINDER

— Air-to-air missile for use against high-performance aircraft. Homes with heat-seeking device and is relatively inexpensive.

REGULUS I

— This was the Navy's first attack guided missile to become operational. It is fired surface-to-surface.

SUBROC

— Guided missile fired from submerged sub's torpedo tube up through the air to re-enter the water for submarine killing.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



ON DECK—Crew of USS Lake Champlain (CVS 39) celebrate carrier's 50,000th arrested landing—recorded by LTJG John J. Sheehan, III.

Polaris Support Sites

Three Pacific area locations have been designated as possibilities for the facilities required to support the Fleet Ballistic Missile Weapon System when *Polaris* submarines become an operational part of the Pacific Fleet.

They are the Puget Sound Naval Shipyard at Bremerton, Wash., for FBM Submarine Overhaul Facility; the Navy Ammunition Depot at Bangor, Wash., as the site for the *Polaris* Missile Facility and Pearl Harbor, Hawaii, as the location of the Pacific FBM Team Training Facility.

Aside from operational advantages,

the major factor in selecting these locations was the economy to be derived from making maximum use of existing facilities.

Guided Missile DD No. 5

A new guided missile destroyer, *uss Biddle* (DDG 5), was commissioned at the Philadelphia Naval Shipyard in May.

Biddle was launched in June 1960. She is 431 feet long and displaces 3370 tons. She carries a crew of 24 officers and 330 enlisted men.

Biddle is armed with *Tartar* surface-to-air guided missiles, *Asroc*, antisubmarine torpedoes and two 5-inch/54 guns.

Nuclear Beacon for Atlantic

The Office of Naval Research is sponsoring the research program for a nuclear powered acoustic beacon now under development as a reference point for hydrographic ships in the Atlantic.

The Atomic Energy Commission has awarded a \$60,000 contract for the development of a generator to power the beacon. The generator, designated SNAP 7-E (for Systems for Nuclear Auxiliary Power) is one of a series of power devices which the AEC is developing for use in the sea and in space as well as on land. It will be designed to provide about five watts of electricity for a period of at least two years.

The decision to power the beacon with a SNAP unit was dictated by the beacon's environment. It will be floating in deep water more than 100 miles from the nearest land where cable power or conventional batteries would be impractical.

The power principle for SNAP is similar to other units now being used as electric power sources for two developmental *Transit* navigation satellites, automatic weather stations in the Arctic and Antarctic and a navigational buoy in the Chesapeake Bay.

The fuel for the buoy (strontium tetraurate) will not harm marine life and its melting point is so high that it could not be dispersed by the hottest gasoline fire. It is also almost insoluble in salt water.

Controlling the Shakes

Shake, rattle and roll may be all right on the dance floor but, for Navy pilots, it's strictly from Squaresville. That's the reason the Office of Naval Research has authorized continued study of vibrations.

The main purpose of the study is to find out what effect plane vibrations have on the performance of pilots and air crews.

Although aircraft vibrations are the basis of the study, the results could also be translated into terms applicable to land and water vehicles. Besides improving efficiency, the studies might lead to increased

YESTERDAY'S NAVY



On 3 Jul 1950, *uss Valley Forge* launched strikes on airfields, supply lines and transportation facilities in and around Pyongyang, Korea. On 15 Jul 1941, the U. S. Naval Air Station and Naval Operating Base at Argentia, Newfoundland, were established. On 16 Jul 1945, the first atomic bomb test was made at Alamogordo, N. Mex. On 21 Jul 1946, an all-jet aircraft was tested for the first time on a U. S. carrier. On 25 Jul 1866, the grade of admiral was created by Act of Congress. On 31 Jul 1861, the office of Assistant Secretary of the Navy was created by Congress.

passenger comfort and more effective instrument design.

The studies were triggered by the knowledge that certain pilot tasks were considerably affected by vibrations. For instance, some pilots had difficulty reading their instruments accurately. Many found it difficult to actuate certain types of controls. Still others experienced physical irritation including severe nose itching, facial skin flutter and eyelid motion.

To conduct laboratory studies of vibration effects, an aircraft seat and instrument panel were placed on a platform actuated by a hydraulic cylinder to produce controlled vibrations at rates between one and 30 cycles per second and within amplitudes up to 20 inches at the lowest frequency and about one sixty-fourth of an inch at the highest.

The vibration tests are designed to simulate flights as low as 500 feet and speeds of more than 400 miles per hour.

Engineers expect the studies to point out which vibrations are the most detrimental to successful completion of missions. With these known factors, designers will be able to control some of them through aircraft structural design and rigidity and wing size, shape and sweep.

LA's Ninth Overseas Cruise

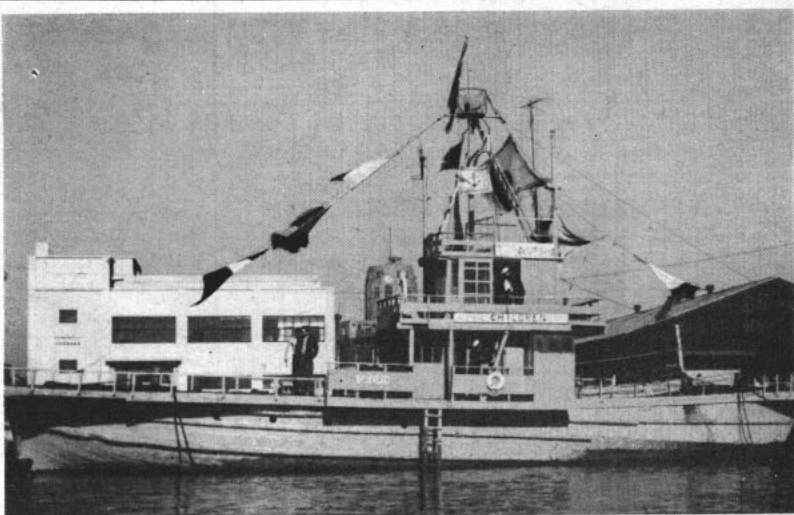
The heavy cruiser *USS Los Angeles* (CA 135) concluded her ninth overseas cruise in February and returned to her home port at Long Beach, Calif. The cruise — a seven-month tour of the Far East — got underway in Long Beach last August.

After a short visit to Hawaii, the cruiser sailed to the Orient for exercises with the Seventh Fleet and a tour of Far Eastern ports. One stop was at Beppu, a small resort town on the northeast coast of Kyushu, Japan. *Los Angeles* also visited Kobe, Kagoshima, Sasebo and Yokosuka.

In mid-December the cruiser departed Japan for Hong Kong, where she spent the Christmas holidays.

Next, a stop at Subic Bay in the Philippines for routine maintenance was followed by three weeks of underway training, after which the ship returned to Sasebo for a final look at Japan before sailing back to the States.

She's now undergoing overhaul at Long Beach, before starting out on her 10th cruise late this year.



JAPANESE barge shines after overhaul by crew of *USS Lexington*.

Lex Sailors Spruce Up Mr. Ono's Floating Orphanage

The Seventh Fleet's mighty *USS Lexington* (CVA 16) steamed into the harbor at Kobe, Japan, loaded with 3000 sailors anxious for shore leave.

Lexington's massive bulk was quite a contrast to two small barges operated by a somewhat unusual, middle-aged Japanese longshoreman named Mr. Ono.

What made Mr. Ono different from most men was that Mr. Ono had 25 children — all orphans — which he and an elderly mama-san kept on board the two barges, and found homes for others in various craft and pierside houses.

Somehow or other, word was received on board *Lexington* that Mr. Ono's orphan barges were pretty badly in need of a coat of paint.

"Why not?" said *Lex's* electricians and Marines. "It'll only take a day, and we'll be in Kobe for nearly a week. Let's paint them."

When they arrived at the dock to which the barges were tied, Mr. Ono, mama-san and the 25 orphans were lined up smiling and bowing a welcome.

It didn't take long for the would-be paint crew to find out the main deck was leaking, leaving water deposits below. The bilges were full of water, rats and sediment.

The biggest of the two barges, on which Mr. Ono and some of the orphans lived, proved to be in particularly bad shape.

The painters looked at one another. Their expressions were elo-

quent. "How can we paint a couple of tubs in this condition?" one seemed to say. "More to the point, how can we get out of it at this late date?" another seemed to ask.

A look at the 27 watching faces with smiles that had, by now, become questioning, seemed to provide the only answer.

First, the filth was disposed of. Then lumber, nails and tools were scrounged or bought so another deck could be built below the main one. A couple of *Lex's* carpenters came down to supervise the job.

On their last day in port, the men stepped back to see what they had wrought.

The two barges looked like miniature CVAs. The outsides sported a new paint job with grey hulls and black decks. Inside, bunk beds for 14 children had been built, each with its own built-in bookshelf. Partitions with sliding doors separated berthing spaces.

A mess deck had been set up and the old wiring had been ripped out and replaced.

Lexington's quartermaster donated some flags to be strung around the barges to brighten their appearance.

As *Lexington* steamed out of the harbor, a couple of the carpenters watched Kobe receding. They could see the barges shining in the sunlight with their flags flying in the breeze. Mr. Ono, mama-san and the 25 orphans were on the pier bowing a farewell to their benefactors.

Rescue from the Island of Nothing

Besides being something to look at in a mass of water that otherwise seems endless, Clipperton Island isn't much good for anything. The tiny (two and one-half miles in diameter), uninhabited ring of coral, which dots the Pacific 700 miles southwest of Acapulco, Mexico, might well be called the Island of Nothing by the fishermen who occasionally venture that far into nowhere.

Early one morning last February, however, the Island of Nothing was all there was for 10 San Diego fishermen whose ship, the *Monarch* had capsized and sunk a mile offshore.

At first, the novelty of being stranded and the work necessary in

erecting shelters kept the men fairly cheerful and busy. Hopes were high that they would be found soon. But, as the days turned into weeks, the fish, coconuts and water on which the men subsisted became more and more unappetizing.

On the 21st day, the long vigil in the sun ended as quickly as it had begun. Straining their eyes in an effort to spot anything that moved across the far-reaching horizons of water, the men sighted another fishing boat which moved in to pick up the castaways.

News of the stranded fishermen was passed to another fishing boat, which notified the Coast Guard. The Coast Guard, in turn, passed the news along to the Navy, re-

questing that the ship nearest the scene be dispatched to complete the rescue.

The newly commissioned guided missile destroyer *USS Robison* (DDG 12) got the nod. *Robison*, en route to Acapulco from Acapulco, San Salvador, was approximately 1000 miles from Clipperton. The new DDG, commissioned in Boston in December, had been on the last leg of a move from the Atlantic to a new home port in the still-strange Pacific.

Robison rendezvoused with the fishing boat on which the ten survivors of *Monarch* had waited patiently. The DDG took her charges to Mexico, then headed for San Diego to report for work.

Training ROK Disposaleers

Explosive Ordnance Demolition Unit One's Scuba school at Pearl Harbor has international alumni.

Four Republic of Korea Marines — 1ST LTs Kim Joon and Chang Duck and TSQTs Pyo Sang Chi and Chung Yoon Shick — were members of the school's latest graduating class. The class also included five U. S. Marines and one Navyman.

EODU One conducts four such Scuba (Self-Contained Underwater Breathing Apparatus) classes each year at the Pearl Harbor detachment headquarters of its parent or-

ganization, the Pacific Mine Force.

The ROK Marines completed courses in amphibious reconnaissance and reconnaissance company employment in California before coming to the Scuba school. At the school they were instructed in the physics and physiology of diving before commencement of the formal Scuba course.

Raleigh Does Job of Two Ships

Raleigh (LPD 1), the first amphibious transport dock to be built for the U. S. Navy, was launched in March at N.Y. Naval Shipyard.

The LPD combines the capabilities of troop transport and cargo carrying ships. For the first time in the history of amphibious warfare, Marines will travel to the assault area on the same ship with their heavy equipment. In the past, two separate ships were required.

The LPD will also eliminate hazardous over-the-side off-loading of troops and equipment in assault areas. Landing craft, pre-loaded with troops and equipment, will be launched from a well in the LPD that opens to the sea at the rear of the ship.

A helicopter platform, built over the ship's well enables the LPD to carry and launch six helicopters.

The 521-foot-long *Raleigh* is the fourth ship of the U. S. Navy to be named for the capital city of North Carolina and the famed English explorer Sir Walter Raleigh.

Raleigh is scheduled to be commissioned in July of this year and will be manned by approximately 30 officers and 460 enlisted men.

Nose Tow for Carrier Planes

A new nose-tow method for launching carrier-based planes is being tested at NAS Patuxent River, Md.

The system was designed and built for two new aircraft, the A2F *Intruder* and the W2F *Hawkeye*. It will be used with the C-11-1 catapult designed and developed by the Naval Air Engineering Laboratory, Philadelphia, Pa.

In the catapult method now used,



FROM THE DEEP — ROK Marines undergoing training in Scuba school at Pearl Harbor emerge from surf after a 1500-yard submerged swim.

flight deck crewmen must attach a heavy steel launching cable, or bridle, to hooks built into the underside of the plane. This is a difficult, sometimes dangerous, and always time-consuming job.

In the nose-tow method, a catapult hook is part of the *Hawkeye's* nose wheel installation. A steel cylinder replaces the heavy bridle, and a tow bar located in front of the *Hawkeye's* nose wheel engages the catapult automatically. The aircraft needs only to be guided onto the catapult by the flight deck crew.

When it becomes operational, the W2F-1 will be the Fleet's first catapult launched turboprop aircraft. It carries a crew of five and has a wingspan of 80 and one-half feet.

The *Intruder* is a low-level attack bomber with the ability to deliver nuclear or conventional weapons on targets completely obscured by weather or darkness.

Frigate Gets Around

It's safe to assume that in the future it will be difficult to impress Navymen on board *uss Coontz* (DLG 9). They've already been there, or they've done it before.

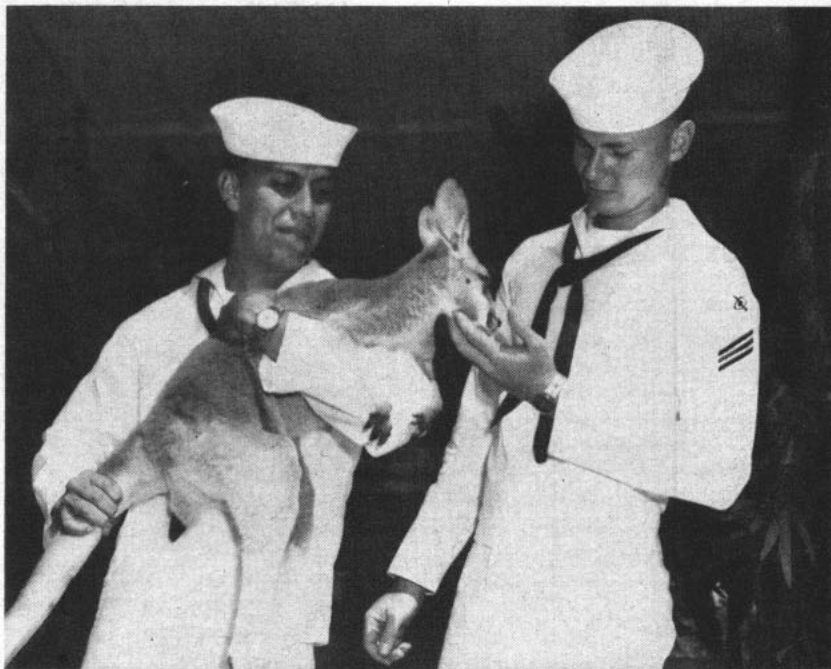
For example, when they returned from their last deployment with the U. S. Seventh Fleet, they had chalked up visits to such ports as Yokosuka, Kobe and Sasebo, Japan; Hong Kong; Chinhae, Korea; Pearl Harbor, Hawaii; and Subic Bay, Philippines.

In addition, while returning to San Diego, Calif., at the end of her deployment, *Coontz* visited Perth, Albany, Melbourne and Sidney, Australia, as well as Pago Pago, American Samoa. *Coontz* had not been home since August 1961, when she left San Diego for her deployment.

Coontz, it appears, did a good job. She was awarded the "E" for excellence for accuracy with her *Terrier* missile battery while engaged in Fleet antisubmarine and anti-air warfare exercises. While firing *Terrier* missiles at high-speed jet targets, she registered kills in three successive competitive exercises.

In the seven months *Coontz* operated with the Seventh Fleet, she participated in 50 replenishments at sea, during which she received fuel, spare parts, ship-keeping supplies, food and ammunition.

Soon after the ship moored at Albany, Australia, U. S. Navymen



TOURING the city of Sydney, Australia, two Navymen of *USS Coontz* (DLG 9) make friends with a local wallaby at the Tarango Park Zoo.

were invited to go on a kangaroo hunt. Within five minutes, there were more volunteers than room, and soon the Navymen and their Australian hosts were off on their "roo" hunt.

One of the Navymen bagged a kangaroo and brought it back to the ship to share with the crew.

En route from Albany to Mel-

bourne, *Coontz* was hailed by the aircraft carrier, *HMAS Melbourne*, flagship of the Royal Australian Navy Fleet, and two escorts.

Melbourne asked *Coontz* to come alongside to receive a package. The mysterious bundle, which weighed 80 pounds and was labeled, "Handle with Care," was transferred by highline to the U. S. missile ship.



SETTING-UP — *USS Coontz* (DLG 9) sailor receives some pointers from his 'Aussie' host during an informal rifle match at Sydney, Australia.

The box contained a huge cake.

After the two ships parted, the Australian carrier sent out planes so *Coontz* could demonstrate her tracking abilities to three Royal Australian Navy officers who were embarked in the U. S. ship for the trip from Albany to Melbourne.

Hospitality was not one-sided. Besides opening the ship for general visiting in every port, *Coontz* also hosted groups of visiting Royal Naval cadets (both ratings and officers), as well as orphan children from the Salvation Army Home in Melbourne. Some 60 orphan children came aboard one day for an ice cream and cookie party followed by a movie and a tour of the ship. They were fascinated by the many hatches and doors, pointing and staring wide-eyed into each one to see what was inside.

In Sydney, several of the visiting Navy men had a chance to see at close range some of the animals native to Australia. They visited Taronga Park Zoo, where the crew members were invited to hold and pet a tame koala bear and a wallaby.

As the ship moored in the port of Pago Pago, American Samoa, it was greeted by a Samoan dance group. Two U. S. Navy men, native to Samoa, who were attached to *Coontz*, quickly shifted to lava-lava (waist cloths) to greet their friends in prop-



STRIKE KING—W. D. King, AO1, USN, shows form used in perfect game and 750 set at Minneapolis.

er Samoan attire. In their haste, however, they forgot to remove their brightly shined shoes, and stepped ashore a little out of uniform for the islanders.

From Pago Pago, *Coontz* went on to make a brief stop at Pearl Harbor, Hawaii, and then headed for San Diego.

Cable Catcher

The story of *uss Antietam* (CVS 36) could very well be titled "Safe-snags—Lots of Them." Since she was commissioned in 1945, *Antietam* has recorded more than 108,000 arrest-

ed landings and compiled an impressive safety record. For example, during a recent nine-month period, 21,706 consecutive *Antietam* cable-catches were accident free.

Antietam's many safesnags are no accident. For three years running, the ship was presented the Chief of Naval Operations Naval Aviation Safety Award, which, as far as the *Antietam* flight deck crews are concerned, pretty well indicates that safety can be habit-forming.

Since 1957 *Antietam* has been assigned to the Chief of Naval Air Training, Pensacola, Fla., as a training carrier for student aviators. This makes her record all the more impressive: More than 70,000 of the planes snagged safely by *Antietam* were piloted by rookies.

GI Home Loans

Navy men who are veterans of World War II should ask themselves whether or not they want to take advantage of home-buying benefits provided under the GI bill.

Congress has extended the eligibility of qualified veterans for these benefits until 25 July of this year. For some, there is a longer eligibility period. It can be figured by fixing the date of discharge or release from the last period of active duty which occurred during World War II. After this starting point is set add 10 years, plus an extra year for each three months of active duty which occurred during World War II.

No World War II veterans will retain their eligibility after 25 Jul 1967 unless a future law provides an extension of the ultimate cutoff date.

Korean-conflict veterans who were honorably discharged or separated at any time between 27 Jun 1950 and 1 Feb 1955, with at least 90 days' total service, are also entitled to loans.

Their entitlement will expire under the same formula which governs World War II veterans.

Unless they use their entitlements before 31 Jan 1965, however, eligible Korean veterans can be certain of having their benefits until that date. The ultimate cutoff date for Korean veteran home loan benefits is set for 31 Jan 1975. Both these dates are subject to future extension by Congress.

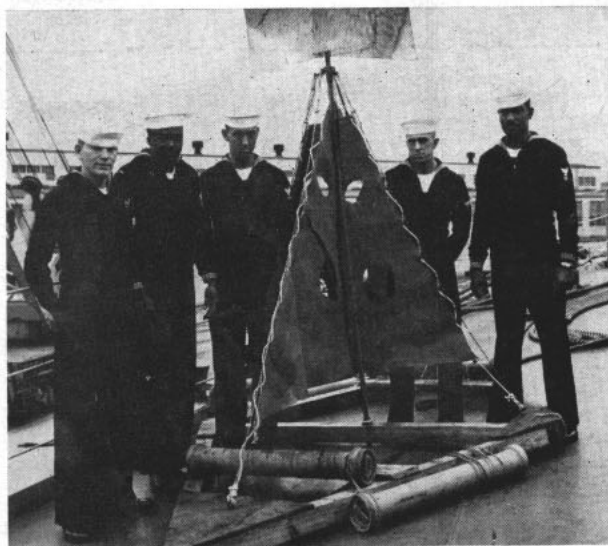
For those who want to go into



TOP PERFORMERS in each phase of physical fitness program of *USS Ajax* (AR 6) strike a pose with ship's physical fitness director.



'E' WINNERS of USS Chewaucan are congratulated. Rt: Crewmen pose with target they designed and built.



details concerning these and other benefits to World War II and Korean-conflict veterans, the Veterans Administration has published a booklet entitled "Federal Benefits for Veterans and Dependents" (VA Fact Sheet IS-1) which is available upon request from your nearest VA office.

NATO Nations Get Bullpup

The U. S. Navy is to furnish administrative and technical support for the manufacture of its *Bullpup* air-to-surface missile in Europe for use by NATO nations under a coordinated weapons production program.

A Norwegian company has been selected to be the prime contractor in Europe. The United States prime contractor will assist the participating NATO nations in setting up production lines in Europe similar to those used in the United States.

Training will be offered to NATO personnel in management, manufacturing and technical areas and assistance in the form of special tools, test equipment and missile components will also be available to NATO.

Components will be obtained from the United States until European suppliers are able to qualify their parts to meet the design specifications of the missile.

Bullpup was developed to meet the need for a missile which could be launched from an aircraft at a safe distance from enemy ground fire and accurately guided by the pilot to the surface target. It has been operational in the Navy since 1959 and the Air Force since '60.

Tanker Posts E's for Gunnery

The gun crews of USS *Chewaucan* (AOG 50) are proud of the large white "E" painted on each of their 3/50 gun mounts.

As any Navyman knows, gun crews usually don't rate such distinction through accident. *Chewaucan's* men were no exception. These gunners were inventive.

They scrounged some scrap lumber and built a diamond-shaped frame from four-by-fours. At the center of the main crossbar, they elevated a radar reflector on a shaft about seven

feet above the target. The reflector consisted of two rectangles of sheet metal interlocked at the center.

From the reflector, they rigged a canvas painted red to the four points of the diamond frame. No matter how the sea tossed the target, one side was always visible through the gun sights.

Perhaps practice didn't make perfect but it paid off sufficiently to make *Chewaucan*, according to COMSERVLANT, the only Atlantic Service Force ship to win an "E" for every mount during a single exercise.

Two Submariners Credited with Saving Their Ship

Two enlisted men credited with saving the submarine USS *Charr* (SS 328) during an emergency off the coast of California last fall have been formally commended by the Secretary of the Navy.

John J. McGee, EM1, was presented the Navy Commendation Medal, and Douglass Webster, EM3, received a Letter of Commendation.

Charr was operating submerged 150 miles southwest of San Diego (her home port) when the emergency occurred last September. A rubber coupling which supplies cooling water to motors below the ship's maneuvering room broke, and thousands of gallons of sea water poured into the compartment. McGee and Webster were working in the compartment.

The sub was at a depth of more than 100 feet at the time.

Although faced with possible electrocution, the men sealed themselves inside the flooded compartment to confine the intruding water to the single space. They did this by dogging the hatches to adjoining compartments (the forward diesel engine room and after torpedo room).

Both men continued to operate their controls — to provide power for the ship to surface.

LCDR Harold F. Skelly, *Charr's* commanding officer, ordered an emergency surface. It was then that McGee and Webster were most in danger. Water rose above their knees and threatened to short out the compartment's electrical circuits.

However, the ship, traveling at a steep up angle, reached the surface 90 seconds later and the two men emerged uninjured.

Brief news items about other branches of the armed services.

THE AIR FORCE will install 390 new airplane landing aids at its United States and overseas bases. They are a type of optical aid known as the visual glide slope indicator (VGS) which allows pilots to fly approaches on a predetermined glide path while guided by flight signals from the ground.

Six sets of lights (three on each side of the runway) tell the pilot whether or not his plane is high or low on the glide path by a system of graduated red-to-white color changes in the light.

In sunlight, the system can provide accurate guidance at ranges from four to five nautical miles. At night the range is increased to seven or eight miles.

The new system was selected by the FAA's Bureau of Research after evaluating five systems over a period of two years. It has been adopted as the national standard for both civil and military airports.

The Air Force expects the system to reduce the number of accidents, 75 per cent of which were caused during the past two years by under- or over-shooting the runway.

★ ★ ★

A NEW TRANSISTORIZED walkie-talkie has been developed by the Army to replace the three sets now in use.

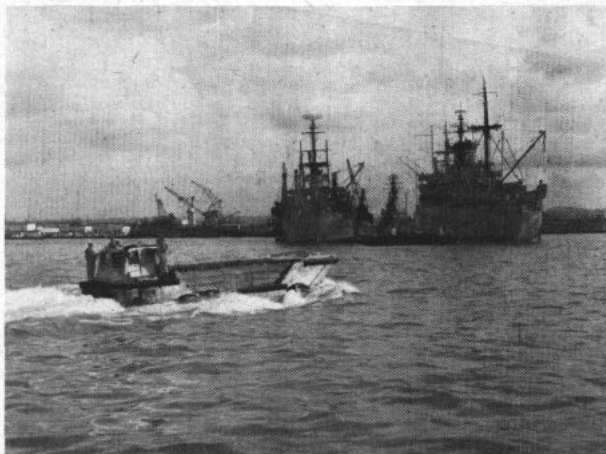
Although it is somewhat smaller in size and weighs less than its Korean conflict predecessors, the main advantage of the new set is its simplicity of operation and versatility.

The new walkie-talkie can utilize as many as 920 FM channels. It has 13 crystals controlling all channels and, unlike the older models, never needs calibration in the field.

Since the set is transistorized, having only one electron tube, it needs less power. All the transistors operate on either three or 15 volts. The 150 volts needed by the single transmitter tube are provided



SATELLITE TRACKER — Project Advent space communication antenna is erected at Fort Dix, N. J.



TO SEA TO SEE—Army's LARC-15 amphibious vehicle is water-tested near Camp Pendleton, Calif.

by a transistorized power converter.

The smaller battery load is mainly responsible for the smaller size and weight of the new walkie-talkie. The older equipment was more than half batteries.

The Army Signal Research and Development Laboratory at Fort Monmouth, New Jersey, designed and developed the new set.

★ ★ ★

Experiments with the orbiting *Echo I* balloon communications satellite have resulted in the first transmission of a television picture via space. Under Air Force sponsorship, a TV signal was beamed at the satellite from the Massachusetts Institute of Technology's Lincoln Field Station in Camp Parks, Calif. The signal bounced off, to be received by MIT scientists in Bedford, Mass.

Echo I was in orbit over the U. S. at an altitude of approximately 1000 miles.

The present condition of the *Echo I*, and the problem of tracking the elusive balloon with the narrow transmission and reception beams of ground equipment, rendered the effort extremely difficult.

Echo I was launched two years ago by the National Aeronautics and Space Administration. At that time, it had a near perfect spherical shape, and produced relatively strong and steady radio reflections. The balloon has survived longer than expected, despite its continual exposure to radiation bombardment and showers of meteoric particles. The balloon is now partially deflated and its once smooth surface has become wrinkled and distorted.

★ ★ ★

AN ARMY NUCLEAR POWER PLANT at Fort Greely, Alaska, went critical (sustained a controlled chain reaction) this spring.

It is the third such Army plant to be put into operation.

The plant's capacity is 4000 kilowatts of power — 2000 for heating base installations and 2000 for generating electricity. The output will be sufficient for the needs of a town of about 2000 population.

After the first period of testing, the plant will be

studied in the development of further peaceful uses of the atom at remote installations.

Army Engineers are operating nuclear power plants at Fort Belvoir, Va., and at Camp Century (Greenland) on the Arctic ice cap, 800 miles from the North Pole. Fort Greely is in Alaska's sub-Arctic area.

★ ★ ★

CITIZENS OF DENVER, Colo., who took the time to drive to Lowry AFB this spring could have seen the United States' *Titan* missile join the Air Force.

Titan I is part of a generation of missiles designed to deal a quick counterblow in case of a surprise attack on the United States.

Titan is stored in an underground silo-like structure. It burns a kerosene-base fuel and liquid oxygen. In a matter of minutes it can be fueled and raised to the surface by elevator to be launched against an enemy more than 6300 statute miles away.

Titan missiles are the responsibility of the Air Force's 451st Strategic Missile Wing.

★ ★ ★

THE ARMY SIGNAL CORPS has worked out a system for synchronizing atomic clocks in various parts of the world and measuring their accuracy in millionths of a second. This close measure of time may be useful in tracking satellites and missiles, and global communication and radio wave studies.

For the World-Wide Synchronization of Atomic Clocks (WOSAC) project, three atomic clocks (atomichrons) were installed at the Rome, N. Y., Air Development Center. These were "master" clocks — their average tick was taken as the standard.

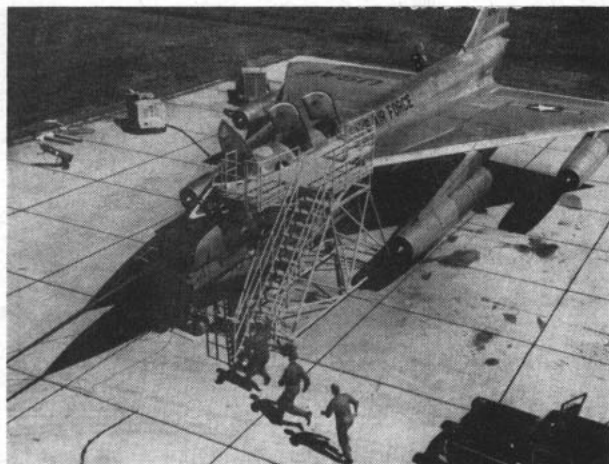
Another atomichron was installed in an Air Force plane and flown from New York to Chile.

A control signal from the master clock was switched, by radio link, to an experimental transmitter at the Navy Electronics Laboratory, Forestport, N. Y. Monitor equipment aboard the aircraft kept the airborne clock synchronized with the master.

Then, in Chile, another "slave" clock was set in phase with the aircraft atomichron, and the master



ON THE DOUBLE—SAC personnel man stations during 'alert' training exercise at Carswell AFB, Tex.



PLANE RUNNERS—USAF flight crews rush to bombers during 'alert' training at Offutt AFB, Omaha.

signal kept them all running together.

After returning to New York, the aircraft clock was checked against the standard and then flown some 5000 miles to Hawaii, where another slave clock was synchronized. The procedure was repeated on a flight to Sydney, Australia.

★ ★ ★

ARMY HELICOPTER PILOTS chopped up two unofficial world aviation records in the whirlybird time-to-climb category during test flights last April in a turbine-powered YHU-1D *Iroquois*. The flights—to altitudes of 3000 and 6000 meters—trimmed more than one minute off the times presently recognized as world records. Both flights were logged at Fort Worth, Tex.

Lieutenant Colonel Leland F. Wilhelm, USA, piloted the *Iroquois* to 3000 meters (9843 feet) in two minutes, 14.6 seconds. The previous best time was two minutes, 44.5 seconds, clocked by an Air Force helo last October.

Captain Boyce B. Buckner, USA, checked in at 6000 meters in five minutes, 51 seconds. The presently recognized record — also established by the Air Force last October — is six minutes, 42.3 seconds.

The Army's times must be certified by the Paris-based Federation Aeronautique Internationale before they can be entered in the Aviation Record Book.

★ ★ ★

THE BENDIX TROPHY for 1962 was awarded to the United States Air Force in recognition of the record-breaking transcontinental flight of a supersonic B-58 jet bomber piloted by Captain Robert G. Sowers on 5 March.

The record was set in a flight between Los Angeles and New York in two hours and 56.8 seconds — an average speed of 1214.71 miles per hour.

The first Bendix Trophy was awarded to Jimmy Doolittle in 1931 for his nine-hour and ten-minute flight in a *Laird Salvation* from Los Angeles to Cleveland, Ohio.

Last year's trophy was awarded to the Navy's Lieutenant Richard Gordon who made the transcontinental flight from Ontario, Calif., to Brooklyn, N. Y., in an F-4H *Phantom II* in two hours and 48 minutes.

THE BULLETIN BOARD

Navy Dependents Travel Overseas As Restrictions Are Lifted

HEADING FOR A TOUR of overseas duty? If you are, a variety of travel bans, transportation cutbacks, and overseas crises during the past several years may have you confused about whether or not your dependents will be permitted to accompany you. At present, you can relax. The bans have been lifted and authorized dependents are once again permitted to travel at government expense to most overseas installations.

By Navy definition an "authorized" dependent is one entitled by law to travel overseas at government expense upon the permanent change of station of his or her sponsor (that's you), and authorized by the appropriate military commander to be present in a dependent status for the purpose of logistical support within his command.

Joint Travel Regulations (paragraph 7000) spells out who is authorized and who is not. In general, your dependents are entitled to overseas transportation at government expense from your old station to your new command, UNLESS:

- You are in pay grade E-4 with less than four years' service, or in pay grade E-3, E-2, or E-1.
- A dependent concerned is a member of the uniformed service on active duty on the date your change of station orders become effective.
- Dependency does not exist on the effective date of your change of station orders.
- Dependents concerned receive some other type of travel allowance from the government in their own right.
- If dependent parents, they do not reside in your household (unless approved by competent authority).

The fine print of *Joint Travel Regulations* contains a number of other clauses that could disqualify dependents from transportation at government expense, but these points do not come up too often.

The general policy on the overseas movement of Navy dependents and household effects is contained in BuPers Inst. 1300.26B, which also

lists the lengths of tours in various overseas areas and indicates areas in which dependents are not allowed.

Even though your dependents may be "authorized" for transportation overseas, a number of other considerations must be met before they will actually be allowed to perform the travel. The first consideration, of course, is whether or not your dependents are allowed in the area to which you are ordered. If they are, you can start making plans. If they aren't, better plan on a period of separation from your family. (Normally, the standard tour in areas not open to dependents is one year.)

If dependents are to accompany a Navyman, before being presented with standard orders directing his transfer, he will be interviewed by a representative of his commanding officer who will try to determine his and his dependents' fitness for residence in the overseas area concerned. (Does the area have suitable medical facilities to handle any special needs of the dependents? Are the serviceman and his dependents worthy representatives of the U.S.?) If, for some reason or other, the interview produces evidence that it might not be wise to transfer a particular individual to the overseas area indicated on the initial orders, his CO will bring the matter to the attention of the Chief of Naval Personnel, via the cognizant Enlisted Personnel Distribution Office.

The Chief of Naval Personnel will

weigh the facts and notify the CO to handle the problem in one of the following ways: Send the man without his dependents on a "short tour" basis; (or) send him and his dependents, whether or not physically qualified; (or) cancel the orders.

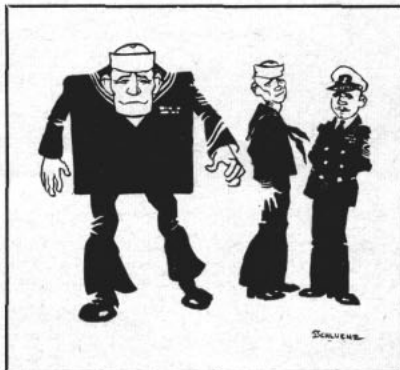
Here's another standard transportation ruling that could block dependents' travel: Their transportation to overseas station will not be authorized unless you have sufficient obligated service to complete the standard tour for that area. If you're going to a ship or some mobile-type unit which is homeported overseas, your dependents will not be authorized travel to the home port unless you have at least one year of obligated service and can reasonably be expected to serve for one year after your dependents arrive.

In no event are your dependents moved overseas at government expense if your tour would be less than one year after their arrival.

The one year minimum also applies to situations involving changes of home ports or bases between the U. S. and overseas. Dependents are authorized transportation to overseas home ports only when there is no expectation of a change in home ports within one year after their arrival.

Tour minimums apply whether your dependents accompany you overseas or join you there later. If you do report without your dependents, and their movement is authorized later, your CO will, upon their arrival, adjust your tour completion date so it jibes with the "with dependents" category, computed from the date you departed the U. S.

If insufficient obligated service ever blocks your dependents' transportation, you can remedy this by reenlisting, executing an agreement to extend your enlistment, or by agreeing to remain on active duty. Here's a tip: If you agree to extend your enlistment for the primary purpose of acquiring sufficient obligated service to complete an overseas tour, it may be conditional — to become effective *only* if the entry of your



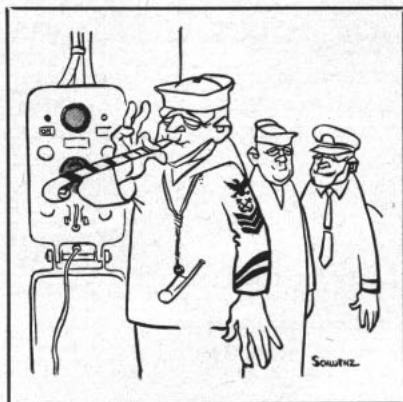
"Now there goes one of the most squared-away sailors you'll ever see."

dependents into the area is approved. You should make sure a notation to this effect is made in your service record. *BuPers Manual*, Article C-1407(3), shows how it's done.

Incidentally, if you have completed more than 17 years' service, before you are ordered overseas you must agree to remain on active duty for a period sufficient to complete the prescribed tour for the area concerned. If you desire transfer to the Fleet Reserve or Retired List while overseas, your request will normally not be approved until you complete the normal "with dependents" tour. (There are exceptions, such as bona fide hardship cases.)

If your dependents are "unauthorized" — that is, not eligible for transportation at government expense — you are advised not to bring them to your overseas station commercially. If you do, you'll have to pay for their return to the U. S. when your tour is completed. However, "unauthorized" dependents are furnished medical service, as provided by law, and are permitted to use Exchange and commissary facilities where available for authorized dependents.

Information pamphlets on living conditions overseas have been compiled by the Navy for most locations. A copy of the pamphlet which applies to your area is usually for-



"Boats was really the hit of the orphan's party last night."

warded to you with your orders. If you don't receive a copy, you may request one from the Chief of Naval Personnel (Attn: Pers G-2), Washington 25, D. C.

The pamphlets spell out such things as entry approval requirements, types of quarters available, and approximate waiting period for government housing.

You'll find the pamphlet titled "It's Your Move" helpful for additional information concerning your transfer overseas. This is published by the Bureau of Supplies and Accounts, and may be obtained from your Household Goods Shipping Office.

When you receive orders to overseas duty, you are encouraged to communicate with your new command well in advance of transfer date. If you let your prospective CO know about your housing requirements, approximate date of arrival, and ask questions about the things that confuse you, your transfer will go smoothly and you'll have a good idea of what furnishings you should ship and what you should place in storage. (Government furnishings are not provided to occupants of family quarters who already have their own; if the government ships your furnishings overseas you will be expected to use them.)

Machine Accountant Training At Bainbridge, Maryland

The new addition to the family of training schools at Bainbridge does not include an established Class A school. In our April issue (Bulletin Board, page 50) the article, "Machine Accountant School Opens

at Bainbridge," described three types of machine accountant training, referring to the second type as "the Class A" school. The article appropriately describes the types and levels of training, but has been misinterpreted as to school establishment. Class A schools are officially established by administrative action of the Chief of Naval Personnel.

The machine accountant courses operating at Bainbridge meet some of the needs for operational training. It should be noted that similar courses have been set up at other PAMIs. Assignment of machine accountant personnel for training is under EPDOCONUS. No BuPers quotas have been established for this training, and requests for MA training should be addressed to Commanding Officer, EPDOCONUS.

If You're Headed Overseas Better Know These Terms

Here's a spelled out version of some common change-of-duty expressions with which you'll become familiar if you're ordered overseas.

Permanent Change of Station — Your transfer or assignment from one permanent station to another. Includes change in your ship's home yard or home port.

Overseas Duty — Duty at a military installation or activity permanently located at a land station outside the U. S. (Alaska and Hawaii are considered to be outside the continental limits of the U. S.; are therefore overseas duty spots.)

Standard Tour — The established period of duty at a specific location.

Authorized Dependent — Dependent authorized to travel overseas at government expense upon your permanent change of station, and authorized by the appropriate military commander to be present in a dependent status.

Unauthorized Dependent — Dependent not authorized to travel at government expense, or dependent who is authorized government-expense travel who is present in an overseas area without military authorization.

Extensions of Overseas Tours Granted in Unusual Cases

If you are assigned to overseas duty you'll normally be expected to serve only the standard "with dependents" or "without dependents" tour for the area concerned. Extensions are granted only in unusual and well substantiated cases which are deemed in the best interests of the Navy.

When extensions are granted, they are for a maximum of one year. Your CO must endorse your request indicating you are psychologically and physically adapted for additional duty in his area. The Chief of Naval Personnel and appropriate Enlisted Personnel Distribution Office have the last word on whether or not your extension will be granted.

Report on the Length of Tours at Naval Activities Overseas

Where in the world would you like to be stationed? Here's a round-up of standard overseas tour lengths. Generally, the time creditable on your overseas tour begins on the day

you depart the U. S. and terminates the day you return upon permanent change of station. The length of overseas tours is subject to change. Locations indicated by asterisks

are areas where dependents are not permitted.

These tour lengths do not apply to Attache personnel (BuPers Inst. 1300.26B has a complete list).

Country or Area	Tour With Dependents (In months)	Tour Without Dependents (In months)	Country or Area	Tour With Dependents (In months)	Tour Without Dependents (In months)	Country or Area	Tour With Dependents (In months)	Tour Without Dependents (In months)
AFRICA AND MIDDLE EAST AREA			El Ferrol and Cartagena	24	18	Fire Island	*	12
Bahrain Island	15	12	United Kingdom (except Londonderry)			Kodiak Island	24	12
Egypt	36	24	Londonderry	36	24	Murphy Dome	*	12
Ethiopia (except Eritrea)	24	18	Londonderry	24	18	Nome area	24	12
Eritrea (Asmara)	30	18	Yugoslavia	24	18	Point Barrow area	18	12
Iran (except Teheran)	24	12				Azores	24	12
Teheran	24	18	FAR EAST AND PACIFIC AREA			Canada		
Iraq	24	18	Australia (except Alice Springs)	36	24	Labrador (except Goose AFB)	24	12
Liberia	24	18	Alice Springs	24	18	Goose AFB	24	15
Libya (except Tripoli)	30	18	Burma (except Rangoon)	24	12	Metropolitan areas	36	24
Tripoli	36	18	Rangoon	24	14	Newfoundland		
Morocco			Cambodia	24	12	Argentina	24	18
Ben Guerir Area	24	12	Chichi Jima	18	12	St. Johns	36	24
Casablanca Area including Nouasseur	36	24	Eniwetok	*	12	Stephenville	30	18
Marrakech Area	30	18	Guam	24	18	Other areas	24	12
Port Lyautey Area including Boul Haut, Rabat and Rabat Sale	30	18	Hawaii	36	24	Greenland	24	12
Sidi Slimane	24	12	Hong Kong	36	24	Iceland	24	12
Pakistan (except Peshawar and Lahore)	24	18	Indonesia	24	14	Mexico	36	24
Peshawar	24	15	Iwo Jima	*	12			
Lahore	*	15	Johnston Island	*	12	SOUTH AMERICA AND CARIBBEAN AREA		
Republic of Congo	*	12	Japan	36	24	Antigua	24	18
Saudi Arabia (except Dhahran)	18	12	Korea	24	13	Anguilla	24	18
Dhahran	24	13	Kwajalein	18	12	Argentina	36	24
Turkey			Laos	24	12	Aruba	24	18
Ankara, Istanbul, and Izmir	30	18	Midway Islands	18	12	Barbados	24	18
Adana, Sile, Golcuk, and Karamursel	24	18	New Zealand	36	24	Bermuda	36	24
Derence, Iskenderum	*	18	Republic of the Philippines (except below)	24	18	Bolivia	24	18
Trabzon, Samsun, and Diyarbakir	*	15	Balanda area, Bataan	*	12	Brazil (except below)	36	24
Other areas	*	12	Mindanao	*	12	Fortaleza	*	18
Palestine, UN Truce Supervisory Organization	24	18	Wallace Air Station, Luzon	*	15	Recife	24	18
EUROPE			Ryukyus Islands	30	18	Salvador	24	18
Austria	36	24	Saipan	24	18	Santa Cruz	24	18
Belgium	36	24	San Nicolas Island	*	12	Chile	36	24
Crete	24	18	Taiwan	24	15	Colombia	36	24
Corsica	*	18	Thailand (except Bangkok)	*	12	Costa Rica	36	24
Cyprus	24	18	Bangkok	24	18	Cuba		
Denmark	36	24	Vietnam	30	18	Guantanamo	24	18
France	36	24	Wake Island	18	12	Dominican Republic	36	24
Germany	36	24	NORTH AMERICA AND NORTH ATLANTIC			Ecuador	24	18
Greece	30	18	Alaska			Eleuthera	24	18
Italy	36	24	Aleutian Peninsula and islands West of 162nd Meridian including Adak, Attu, and Dutch Harbor	18	12	El Salvador	36	24
Malta	24	12	Anchorage area including Elmendorf AFB and Fort Richardson	36	24	Guatemala	36	24
Netherlands	36	24	Big Delta area including Fort Greely	24	18	Haiti	36	24
Norway	36	24	Fairbanks area including Eielson AFB and Ladd AFB	30	18	Honduras	24	18
Portugal	36	24	Juneau area	24	18	Nicaragua	24	18
Sicily, Sigonella	24	18	Kenai-Whittier area including Wildwood Sta.	24	18	Panama including Canal Zone	36	24
Spain (except El Ferrol and Cartagena)	36	24				Paraguay	24	18
						Peru	36	24
						Puerto Rico	36	24
						San Salvador Island	*	12
						St. Lucia	*	12
						Trinidad	24	18
						Turks Islands	*	12
						Uruguay	36	24
						Venezuela	36	24

Navymen Are Encouraged To Take Leave They Have Stored Up on the Books

All work and no play can make Sam Sailor a dull boy — and Jack Sailor, Jim Sailor and Murgatroyd Sailor, too. To keep from getting into that shape yourself, the Navy wants you to start taking some of that leave you've got stored up on the books.

SecNav has become concerned enough about the accumulated leave situation to issue an official Notice — No. 1050 of 17 April — on the subject. In it, he emphasizes once again something most of us already know — that while it's nice to be paid for 60 days' unused leave upon separation and/or reenlistment, that was not, and is not, the major intent of the Armed Forces Leave Act of 1946.

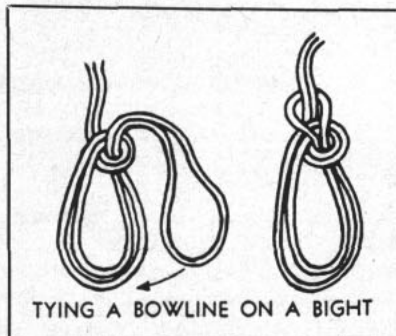
That Act provided leave for military personnel at the rate of two and one-half days for each month of active service. It further provided that "leave shall be taken annually as accruing to the extent consistent with military requirements and other exigencies." In order not to penalize those who, for one reason or another, could not be spared from their jobs to take their leave as it accrued, Congress also stipulated that members of the armed forces could accumulate up to 60 days of unused leave and be paid for it upon termination of service.

Despite this clear Congressional intent, the personal need for leave, and numerous directives which have been circulated since 1946, the annual increase in funds required to support payment of terminal leave indicates that far too many Navymen are piling up leave in amounts in excess of that dictated by military necessity.

Furthermore, SecNav wants commands to start doing something about it. While emphasizing that the taking of leave is not mandatory, he points out that it must be vigorously encouraged, new programs established where needed, and former programs revitalized and forcefully administered.

Such programs could include: A review of directives on the subject of leave, and revision of such directives where warranted; continuing information programs to impress

Grains of Salt —



Navymen with the necessity for taking leave; timely detachment of persons on permanent-change-of-station orders to enable them to take all of the leave authorized in their orders;

encouragement of several short periods of leave where a long period is not possible; preparation of leave schedules, possibly as frequently as quarterly, for command review and encouragement of leave taking; and a review by each command of its administrative procedures, to insure complete accuracy in accounting for leave taken.

Next time you get a chance, then, hop on home and see Mom and Pop for a while. Or, if you're a married man, pack up your wife and kids and take a trip. You'll be helping the Navy and yourself — and you'll no doubt find that you'll look sharper, feel sharper and be sharper when you get back to work.

WAY BACK WHEN

Commission Pennant

For about as long as there have been U. S. Navy ships, there have been commission pennants flying over them. Until 1933, these pennants varied in length from four to 70 feet. The larger ones had 13 stars and the smaller ones, seven stars. Today they are a standard four feet long for small ships and six feet for larger ships. They all have seven stars.

Over the years there has been considerable discussion as to the significance of the stars. So far as we have been able to find out, there is no special significance. A standard seven-star pennant was adopted in 1933, and the use of seven stars, rather than a greater or smaller number, was decided on because it provided the most desirable display.

There has been equally as much speculation about the origin of the commission pennant itself. It was thought, at one time, that the idea dated back to the 17th century. A Dutch admiral, so the story goes, hoisted a broom to his masthead to indicate he would sweep the English from the sea.

The English admiral, in turn, hoisted a horsewhip, indicating his intention to chastise the Dutch — which he did. From this, some thought, came the narrow commission pennant, symbolizing the original horsewhip.

In recent years, some naval historians have adopted the theory that the commission pennant, along with several other similar pennants, evolved from a small flag or pennon that showed a knight's rank.

In those days, a knight carried a small, pointed flag. This flag or pennon was altered somewhat to signify differences in

rank. A squire (next rank below knight), for example, flew a long pennant similar to the modern coachwhip type, while a banneret, who was senior to a knight, carried a knight's pennant with a slit cut in the end.

A king or general could, and very often did, give a battlefield promotion to a knight by simply cutting off part of the fly of a pennon to create a square flag.

From these beginnings, say some historians, have come the modern commission pennant, broad command pennant, command pennant and similar pennants used aboard Navy ships.

Today's commission pennant is flown at the main of all U. S. Navy ships in commission except when, on the flagship, its place is taken by the commodore's or admiral's personal flag. A commission pennant has seven white stars in a blue field, and has two horizontal red and white stripes on the fly.



Navy Home Offers a Residence Among Friends to Oldtimers

IT'S ALWAYS SUMMER TIME and the living is easy. The words from Gershwin's *Porgy and Bess* could well be applied to life at the U. S. Naval Home at Philadelphia, Pa. That's as it should be, because it is a residence for aged or disabled Navymen and Marines.

The residents' average age is around 64. Most have had wartime service in the Navy or Marine Corps, and many of them wear the Purple Heart. The oldest resident, a Marine, is 104.

The home is a naval station and, as such, is commanded by a line officer (usually of flag rank) who is known by the title of Governor. It is located on park-like grounds; its buildings have the appearance of a bygone era, with wide verandas that lend an air of space.

The station is not a hospital to which the sick come to be cured, nor is it a place of detention. It is precisely what the name implies, a home for retired Navymen and Marines.

The purpose of the Naval Home is to provide a retirement residence for those who choose it and who are accepted by it.

When a man has his application for residence accepted, he is welcome to stay for the rest of his life if he so desires. If he changes his plans, he can depart whenever he chooses.

He can leave the home at any hour except between midnight and six o'clock in the morning. There are no restrictions concerning his return, except that he must be in his room at 0600 unless he receives permission to be absent.

If he wishes to leave for several days, he is free to do so for the asking. A man can be away from the home for a year without jeopardizing his residence there. With special permission, even a year's absence can be stretched.

The residents of the home are a living bridge which covers a great deal of naval history. Many are retired chiefs; some are retired officers. Between them, they have seen almost every port of the world and done about all there is to do.

One was serving in a United States Navy ship during the Russo-Japanese War and saw Russian warships limp

into Manila harbor after the Battle of Tsushima. It was an era when the Czar's navy was seething with revolt and order was maintained in the Russian ships at the point of a bayonet.

Other residents have seen the days of United States expeditionary forces in trouble spots all over the world. Some have had duty in the Philippines when warfare was more hell-for-leather than pushbutton. Some were in China before World War I, during the struggle between Republican and Monarchist forces.

Another, as a youth, was sailing between the Orient and the United States when he met a retired Navy captain who was returning from his last tour of duty in the Far East. The oldtimer talked him into joining the Navy. He remained for more than three decades.

Many remember with nostalgia their best duty stations. Hawaii in the '20s was a favorite. Others remember reviews by foreign heads of state and United States presidents who are only figures in history books to most Navymen today.

A few were born outside the United States and reached these shores through indirect routes. One, a native of Ireland, went to sea when he was a boy and made several stormy trips around Cape Horn in sailing ships. Once he left Ireland he didn't return until after his retirement. Since he has been living at the Naval Home he has made the trip back to Ireland twice.

What is life like for the men at the home? It is relaxed but far from

stagnant. Many of the men have jobs on the premises, for which they receive compensation. The hours are short and the duties are light. The compensation is small but, then, so are the uses for money.

One man works in the greenhouse, others stand watch at the gate, some work on the grounds. During their free time, they use the recreational facilities at the home.

At the end of each wing there is a recreation room equipped with billiard tables, checkerboards and other equipment for not-too-strenuous forms of relaxation. There is also a black and white TV set. Although their bedrooms are scarcely large enough to accommodate more than a bed and a chest, some of the men have personal TV sets in their rooms.

A color set is in the assembly hall for anyone who has a yen to see his favorite program in that medium. A small theater in one of the buildings shows the same movies that active duty Navymen see at sea.

There is a club room which has the friendly atmosphere of a neighborhood tavern. Here the men can gather and have a frosty brew while they watch the ball game on the TV at the end of the room.

There is a hobby shop, equipped with machine tools and material, with which they can make everything they and the machines are capable of making. Some men have built complete sets of furniture for their rooms with the facilities provided by this shop.

There is a section of the shop, now idle, which was once used for the repair of toys collected for Christmas distribution to Philadelphia's poor.

With the advent of plastic toys, however, this shop fell into disuse. As one man put it, with obvious disdain, "when a plastic toy has had it, it's had it good."

The favorite outdoor sport is pitching horseshoes. If a man wants to sit and read, there is a well-stocked library for that, too.

The dining room is in the main building. Flowers are on the tables when the greenhouse can provide them, or when they are in bloom on the grounds. Waitresses serve the tables at all meals.



"Jenkins sure is a whiz at these people-to-people cruises isn't he?"

When a man is in need of a haircut, there is a barber on the premises. If he isn't feeling well, he goes to the infirmary. If his complaint is minor, he is treated there.

The infirmary has facilities for keeping a patient for observation overnight, if necessary. He is then released or sent to the hospital in the home.

If his illness is too serious to be treated at the resident hospital facilities he is sent to the naval hospital.

Most of the men have incomes of some kind — either retirement pay, Social Security payments or pensions. For the few without such income the home provides pocket money to buy essential "small stores" during the month.

Requirements for money are few in this Navy-blue Elysian Fields. Residents are provided with uniform clothing: a hard hat without device, navy blue jacket and trousers, black shoes and sox. An overcoat, raincoat and appropriate summer uniform are also issued.

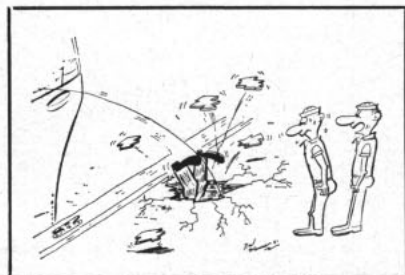
The uniform is not seen frequently around the home, except for special occasions. Most men prefer and wear civilian street clothing.

Each man receives a carton of cigarettes a month. Except for toilet articles and such, there are very few items on his budget until he steps out of the gate. There is a bus at the door which, for 23 cents, will carry him to downtown Philadelphia. When he gets there, he and his pocketbook are on their own.

The home is rich in history. The idea was conceived by Paul Hamilton of South Carolina who became Secretary of the Navy in 1809, during the Madison administration.

Secretary Hamilton recommended the establishment of a home in 1810,

All-Navy Cartoon Contest — 1961
Peter A. Hansen, EN2, USN



"For my money, they use too darned much weight in those monkey fists!"

Entrance Requirements for U. S. Naval Home

Active duty Navymen may give only a passing thought to the fact that there is a Naval Home in Philadelphia, founded to provide a residence for U. S. Navy and Marine Corps personnel (and U. S. Coast Guardsmen who served while the Coast Guard was part of the Navy).

As long as a man remains on active duty, he may have no reason to give it more than a passing thought so far as he is personally concerned. For future reference, however, here is a rundown, for him and for you, on application requirements and procedures:

Applicants must be honorably discharged from one of the above services and have served either in the Spanish-American War, Philippine Insurrection, World War I or II, or in any service where United States armed forces were employed and men's lives hazarded in military operations.

They must also be unable to support themselves by manual labor because of wounds, sickness, old age or other disability.

Men receiving retired pay are eligible if their physical condition requires constant attention which would be unavailable to them elsewhere.

Men who have served in qualify-

ing services, who have had no wartime duty but have a service-connected disability, are also admitted.

Applicants for entrance must produce evidence of their total qualifying service and state their age, birthplace, physical condition and the names of vessels and shore stations on which they served, with the names of their commanding officers and dates of service.

They must state the amount of their income and the relationships of their legal dependents, if any.

Applicants must also produce a certificate from a naval medical officer, or a sworn statement from a reputable civilian physician, setting forth the nature of their disability and the fact they are unable to support themselves by manual labor.

Information on the Naval Home and current entrance requirements can be obtained upon request from the Bureau of Naval Personnel, Washington 25, D. C.

Applications for the home must be submitted in duplicate and addressed to the Governor, United States Naval Home, Philadelphia 46, Pa. Blank application forms may be obtained from the Governor or the Chief of Naval Personnel.

and it was authorized by Congress the following year.

In 1826, the present site of the home was purchased for \$16,000. It was known as the Abbot tract. The Pembertons, a prominent Philadelphia family, occupied the land and lived in a fine country house which pre-dated the Revolution. The tract was once owned by the Penn family.

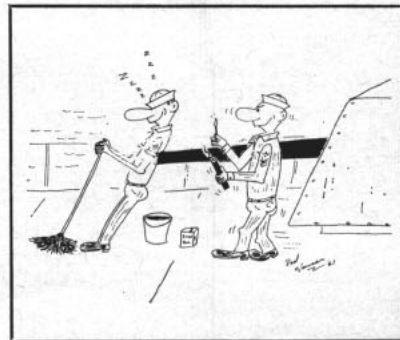
The building now known as Biddle Hall was planned by William Strickland of Philadelphia during the administration of John Quincy Adams. The cornerstone was laid in 1827, and the building was completed in 1833.

After completion, two pensioners and 15 patients were moved from the Pemberton mansion into the new building which was then divided, the south wing being used for hospi-

tal purposes and the north wing for domiciliary care.

In 1839, James K. Pauling, Van Buren's Secretary of the Navy, ordered 11 young naval officers to report there for training, thus establishing the school that later became

All-Navy Cartoon Contest — 1961
Peter A. Hansen, EN2, USN



the Naval Academy. The academy occupied the first floor of the north wing until the midshipmen moved to Annapolis in 1845.

During the Civil War the hospital facilities of the home were overtaxed, and in 1865 work was started on the building now known as Laning Hall. The building served as a naval hospital until 1921, when the hospital was moved to the Navy Yard on League Island.

The building then became a veterans hospital until 1933, when it was returned to the Navy and renovated. During World War II, it was used as a convalescent home for Navy veterans.

During its history the home has been administered by 52 governors, from Commodore James Biddle, who served from 1838 to 1842, to Admiral Donald B. Duncan, usn (Ret.), who served from 1957 until this year.

Admiral Duncan was succeeded by the 53rd governor, Admiral James L. Holloway, Jr., usn (Ret.), the former Chief of Naval Personnel.

Right now, there are under 250 men living at the home. There are rooms for only a limited number of additional residents. Most of the men now living there have served in the Marine Corps or the Navy during wartime, and many of them have been wounded so doing.

When a man comes to the home, he must be capable of caring for himself and his quarters, and be ambulatory. While he lives there, age will creep up on him, and he may not be able to continue to fulfill these requirements. He will not be expelled because of that.

The home will not accept a man who has been discharged for misconduct from any other home or veterans' installation, nor will it accept mental cases or alcoholics.

Each year the men at the home give a Christmas party for several hundred orphans selected by the Salvation Army. The children are taken to a local department store and measured for complete outfits of clothes from shoes to hat.

By the time the party rolls around the clothes are ready, and are given to the children by Santa Claus. There are carols and games, candy and plum pudding.

The party is financed largely

through bequests of deceased residents of the home. When the men enter, they are required to make a will. Frequently, they leave their worldly goods for this and other charitable purposes.

When eventually dawns that day which is their last (unless they or their families have specified otherwise) they are laid to rest with military honors at Mount Moriah Cemetery in Philadelphia, in a section which is operated as a National Cemetery.

This is the way it has been for more than a hundred years in this green island sheltered from the world's storms. Here a sailor can hang up his hat and spend the rest of his life in the company of his contemporaries and enjoy a freedom of movement and an absence of harassment which few in this workaday world are able to enjoy.

Openings for Junior Officers In *Polaris* Submarines

Polaris submarines carrying Fleet ballistic missiles and other nuclear submarines will be entering the Fleet in increasing numbers during the next few years.

To fill the officer requirements for the *Polaris*-armed and attack submarine programs, the Navy needs a large number of outstanding unrestricted line officers in ranks of lieutenant or below.

Officers entering these programs will receive special training and the experience they acquire can place them in line for eventual command of a nuclear submarine.

Interested officers should review BuPers Inst. 1301.28A to ascertain

whether or not they meet requirements.

The qualifications given in this instruction have been modified to remove the need for previous submarine experience for lieutenants and below.

List of New and Re-Issued Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

Guns of the Black Witch (1943) (C) (WS): Melodrama; Don Magowan, Silvana Pampanini.

A View from the Bridge (1944): Drama; Jean Sovel, Raymond Pellegrin.

Six Black Horses (1945) (C): Western; Audie Murphy, Dan Dur-yea.

The Magic Sword (1946) (C): Melodrama; Basil Rathbone, Estelle Winwood.

Winning Team (1947): Drama; Doris Day, Ronald Reagan. (Re-Issue).

The Big Tree (1948): Western; Kirk Douglas, Eve Miller. (Re-Issue).

Trouble Along the Way (1949): Comedy; John Wayne, Donna Reed. (Re-Issue).

Raton Pass (1950): Western; Dennis Morgan, Patricia Neal. (Re-Issue).

Mara Maru (1951): Drama; Errol Flynn, Ruth Roman. (Re-Issue).

The Charge at Feather River (1952): Western; Guy Madison, Frank Lovejoy. (Re-Issue).

Springfield Rifle (1953): Western; Gary Cooper, Phyllis Thaxter. (Re-Issue).

Along the Great Divide (1954): Western; Kirk Douglas, Virginia Mayo. (Re-Issue).

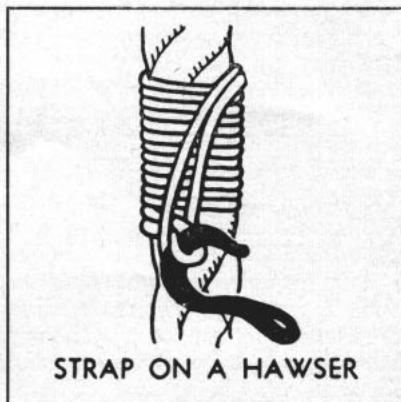
Angel and the Badman (1955): Western; John Wayne.

The Red Pony (1956): Drama; Myrna Loy, Robert Mitchum. (Re-Issue).

I Confess (1957): Mystery Drama; Montgomery Clift, Anne Baxter. (Re-Issue).

Lullaby of Broadway (1958):

Grains of Salt —



STRAP ON A HAWSER

Mystery; Doris Day, Gene Nelson. (Re-Issue).

Fort Worth (1959): Western; Randolph Scott, David Brian. (Re-Issue).

Calamity Jane (1960): Comedy; Doris Day, Howard Keel. (Re-Issue).

About Face (1961): Comedy; William Tracy, Joe Sawyer. (Re-Issue).

The Day the Earth Caught Fire (1962): (WS): Melodrama; Janet Munro, Leo McKern.

The Bashful Elephant (1963): Comedy-Drama; Molly Mack, Helmut Schmid.

Malaga (1964): Melodrama; Trevor Howard, Dorothy Dandridge.

The Errand Boy (1965): Comedy; Jerry Lewis, Brian Donlevy.

Come Fill the Cup (1966): Drama; James Cagney, Phyllis Thaxter. (Re-Issue).

Dallas (1967): Western; Gary Cooper, Ruth Roman. (Re-Issue).

She's Working Her Way Through College (1968): Musical Comedy; Virginia Mayo, Gene Nelson. (Re-Issue).

Crimson Pirates (1969): Adventure; Burt Lancaster, Eva Bartok. (Re-Issue).

Bright Leaf (1970): Drama; Gary Cooper, Lauren Bacall. (Re-Issue).

Strangers on a Train (1971): Mystery Drama; Farley Granger, Ruth Roman. (Re-Issue).

The Easy Way (1972): Drama; Ray Milland, Phyllis Thaxter. (Re-Issue).

Big Jim McLain (1973): Melodrama; John Wayne, Nancy Olsen. (Re-Issue).

Journey to the Seventh Planet (1974) (C): Science Fiction; John Agar, Greta Thyssen.

Beyond All Limits (1975) (C): Melodrama; Jack Palance, Maria Felix.

The Couch (1976): Melodrama; Grant Williams, Shirley Knight.

World in My Pocket (1977): Melodrama; Rod Steiger; Nadja Tiller.

Flight of the Lost Balloon (1978) (C) (WS): Drama; Mala Powers, Marshall Thompson.

House of Women (1979): Melodrama; Shirley Knight, Andrew Duggan.

Incident in an Alley (1980): Drama; Chris Warfield.

Babes in Toyland (1981) (C): Novelty; Ray Bolger, Tommy Sands.

The Flame and the Arrow (1982): Adventure Drama; Burt Lancaster, Virginia Mayo. (Re-Issue).

Rocky Mountain (1983): Western Drama; Errol Flynn, Patrice Wymore. (Re-Issue).

The Master of Ballantrae (1984): Adventure Drama; Errol Flynn, Anthony Steel. (Re-Issue).

On Moonlight Bay (1985): Musical; Doris Day, Gordon MacRae. (Re-Issue).

Sergeants Three (1986) (C) (WS): Adventure Drama; Peter Lawford, Joey Bishop.

Follow That Dream (1987) (C) (WS): Comedy; Elvis Presley.

The Clown and the Kid (1988): Melodrama; John Lupton, Mike McGreevey.

Samar (1989) (C): Drama; Gilbert Roland, Joan O'Brien.

Savings Bonds May Be Stored In Safekeeping Depository

If you're a frugal-minded Navyman who stashes away part of your pay in the form of U. S. Savings Bonds, here's a tip from the U. S. Navy Finance Center: You may, if you wish, eliminate the necessity of finding a safe place to stow your bonds, by authorizing the Center to retain them automatically in its Safekeeping Depository. Bonds you have stored at home may also be sent there for safekeeping.

To obtain this service, simply write a letter to the Allotment Department, U. S. Navy Finance Center, Cleveland 14, Ohio, and request that your bonds be retained in the depository. If you wish to deposit bonds you already have, prepare two copies of listing which shows your bond numbers, issue dates and denominations, along with your name, service number, and mailing address, and mail the bonds and one copy of the the list to the Finance Center. The Finance Center will acknowledge receipt of the bonds and return the copy of the listing to you.

If you are not now saving under the bond-by-allotment plan, you may do so, if you wish, by visiting your disbursing office. When you prepare the Allotment Authorization (Nav-Compt Form 545), if you check the "Safekeeping" box on the form the Center will keep your bonds safe.

SEABEE RATES

This year is the 20th anniversary of a well-known group of Navy men. Are you familiar with the ratings in this group?

1. The rating insignia shown below and left is: (a) plumber, (b) engineering aid, or (c) builder.



2. Above and to the right is another rating in this same group. It belongs to a man who is: (a) a plumber (b) a utilities man, or (c) a diver.

3. This is a fairly new rating. A man who wears the rating insignia shown below at left is: (a) an engineering aid, (b) a builder, or (c) a construction electrician.



4. Men who wear the rating badge shown at right above have a heavy job to do. They are: (a) builders, (b) steelworkers, or (c) tradesmen.

5. The fellows who wear the rating insignia shown at left below must be a little careful or they may blow their tops while working. They are: (a) communication technicians, (b) engineering aids, or (c) construction electricians.



6. Hard work is not anything new to men who wear the insignia shown above and to the right. They are (a) construction mechanics, (b) equipment operators, or (c) machinist's mates.



7. There is only one other rating in the group. It is: (a) equipment operator, (b) engineman, or (c) machinery repairman.

CORRECT ANSWERS MAY BE FOUND ON PAGE 56.

Get Out Those Prize Pictures For Annual All-Navy and Inter-Service Photo Contests

If you're a camera enthusiast, take the positive, not the negative approach. Now is the time to check your best photos and give yourself an opportunity to prove how really good you are. Both the 1962 All-Navy Photography Contest and the Tenth Inter-Service Photography Contest (which the Navy will host

this year) are no more than an f-stop or two away.

BuPers Notice 1700 of 30 April contains the rules and regulations for this year's contest. It points out that the All-Navy Contest will be conducted during October 1962 at the Bureau of Naval Personnel. It further reveals that preliminary contests may be staged on district/Fleet levels as respective naval district commandants and Fleet commanders desire; however, all entries submit-

ted must be forwarded to the Chief of Naval Personnel (Attn: Pers-G111) for entry in the All-Navy Contest. All entries must be mailed in time to be received by the Chief of Naval Personnel by 1 Oct 1962.

Winning entries and other selected photographs will be retained by the Chief of Naval Personnel for entry in the Inter-Service Contest, to be held in early December 1962.

If you plan to enter the All-Navy Contest, here are some pointers.

Medal of Honor Men Serving on Active Duty

Of 729 Navymen who have been awarded our highest decoration—the Navy Medal of Honor—only 62 are known to be living. Nine of the 62 are still on active duty—eight as Navymen, and one as an Army officer. These nine men are:

• **RAADM Lawson P. Ramage, USN**—Admiral Ramage, 53, is the Assistant Chief of Naval Operations for Fleet Operations and Readiness in Washington, D. C. As commanding officer of the submarine *USS Parche* (SS 384) during WW II, Admiral (then Commander) Ramage directed his ship through the screen of a heavily escorted enemy convoy in the Pacific and launched a pre-dawn surface torpedo attack. During 46 minutes of violent action, *Parche* sank three ships and severely damaged two others. Commander Ramage, who directed much of the action alone on the bridge, brought his sub back undamaged.

• **RAADM Eugene B. Fluckey, USN**—Admiral Fluckey, 48, is President of the Navy Board of Inspection and Survey, Washington, D. C. During one WW II patrol along the east coast of China, Admiral (then Commander) Fluckey, the commanding officer of *USS Barb* (SS 220) boldly initiated numerous attacks on enemy ships, sinking at least three and causing inestimable damage to others.

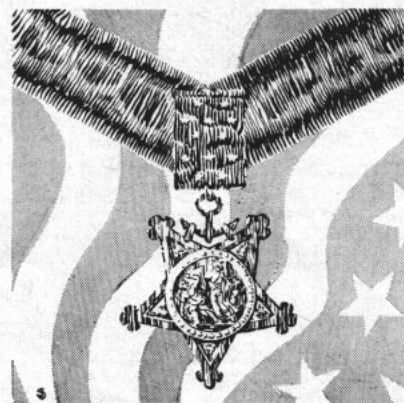
• **CAPT John D. Bulkeley, USN**—Captain Bulkeley, 50, is the Commanding Officer, Naval Administrative Unit, Clarksville Base, Tenn. Early in WW II, as a lieutenant commander, he commanded a motor torpedo boat squadron in Philippine waters. For more than four months without benefit of repairs, overhaul or maintenance facilities, the squadron damaged or destroyed many enemy planes and ships and dispersed landing parties and land-based enemy forces.

• **CAPT George L. Street, III, USN**—Captain Street, 48, commands Submarine Squadron 5, which is homeported in San Diego, Calif. In April 1945, the then Lieutenant Commander Street took his submarine, *USS Tirante* (SS 420), on a reconnaissance mission into the harbor of Quelpart Island, an enemy stronghold off the coast of Korea. The sub was detected but escaped

safely through the heavily patrolled and mined harbor, sinking an ammunition ship and two frigates on the way out.

• **CAPT David McCampbell, USN**—Captain McCampbell, 52, serves with the Joint Staff and Joint Chiefs of Staff in Washington, D. C. An aviator, he had command of Air Group 15 during the first and second battles of the Philippine Sea. During one battle, the captain (then a commander) led his fighters against a force of 80 enemy aircraft, personally destroying seven. During another engagement, Commander McCampbell, assisted by only one other plane, intercepted and attacked a formation of 60 enemy planes which were headed for U. S. forces. Fighting desperately, the commander knocked down nine aircraft and so disorganized the rest the enemy was forced to abandon the mission.

• **CDR Richard M. McCool, Jr., USN**—Commander McCool, 40, serves on the staff of Commander First Fleet. As a lieutenant in command of an LSC during operations in the Ryukyus in June 1945, Commander McCool was assisting in the evacuation of men from a sinking destroyer when his own ship was attacked by two kamikaze planes.



The LSC shot down one and damaged the other, but one of the suicide planes crashed into the ship's conning tower. Lieutenant McCool, although seriously wounded, rallied his men and continued the operation.

• **LCDR Thomas J. Hudner, Jr., USN**—Lieutenant Commander Hudner, 37, is assigned to the Bureau of Naval Weapons, Washington, D. C. In December 1950 the then Lieutenant (JG) Hudner, a fighter pilot, attempted to rescue a squadron mate whose plane was forced down by antiaircraft fire behind enemy lines in Korea. Although enemy troops surrounded the area, the pilot landed his own plane and struggled to pull his friend from the flaming wreckage. Unsuccessful in this, he radioed for help and was rescued by a helicopter rescue team.

• **William R. Charette, HMCA, USN**—Chief Charette, 30, serves in the Atlantic on board *USS Triton* (SSN 586). In Korea in March 1953, Charette, then an HM3 attached to a Marine rifle company, repeatedly and unhesitatingly moved through a murderous barrage of hostile small arms and mortar fire to render assistance to wounded comrades. When an enemy grenade landed within a few feet of a Marine he was attending, Charette immediately threw himself upon the stricken man and absorbed the entire concussion of the missile with his own body. Although Charette sustained painful facial wounds and was in a state of shock, he gallantly continued to administer medical aid to the wounded of his own unit and to those in adjacent areas as well. Observing a seriously wounded Marine whose armored vest had been torn away by an exploded shell, Charette removed his own battle vest and placed it upon the helpless man—fully aware of the added jeopardy to himself.

• **1ST LT George E. Wahlen, USA**—Lieutenant Wahlen, 37, is a former Navy pharmacist's mate. He is now assigned to the 487th Medical Company, 2nd Army Missile Command, Fort Carson, Colo. While serving with a Marine battalion on Iwo Jima in March 1945, Wahlen advanced forward of the front lines to aid a wounded Marine, although he was seriously wounded himself. Despite a heavy concentration of fire, Wahlen carried the Marine to safety. The pharmacist's mate conducted many similar operations, defying enemy fire and the pain of his wounds to help his comrades.

All military personnel on active duty for 90 days or more are eligible to enter the Inter-Service Contest, but only entries from naval and Coast Guard personnel will be entered in the All-Navy Contest. Armed forces personnel assigned to the U.S. Navy are considered members of the Navy for purposes of competition on the base, district and Fleet levels. However, all entries submitted by Air Force, Army or Marine Corps personnel should be forwarded to the nearest Air Force base, the nearest Army post, or the CO, Headquarters Battalion, Headquarters, U. S. Marine Corps, respectively, by 1 Oct 1962. NROTC and Reserve units are specifically excluded from participation in both contests.

You may submit entries in either or both of two groups.

For Group One (black-and-white single photographs) enlargements may vary from a minimum of 8 x 10 inches to a maximum of 16 x 20 inches. Entries must be unmounted and unmatte, and may not be tinted. Toning is permissible. Generally, negatives are not required; however, for all prize-winning or honorable mention entries in this group, negatives will be required upon notification of results of the Contest.

Group Two (color transparencies) entries may be up to 4 x 5 inches in size, and should be enclosed in plastic envelopes or other protective covering. All transparencies must be mounted and each must be marked with a red dot in the lower left corner of the mount when the transparency is held for normal viewing. Your name and rank or rate, together with the title and category, must be printed on the mount.

Categories for each of the two groups are: (1) Portraits; (2) babies and children; (3) animals and pets; (4) sports or action; (5) scenic; (6) military life; (7) experimental.

Official rules for the contests are:

- Any photograph taken by a contestant since 1 Dec 1960 may be entered.

- Official military photographs will not be accepted as entries.

- Entries deemed unworthy of consideration for exhibition may be withdrawn by contest officials.

- If an entry is determined to be not in the correct category, officials will transfer or disqualify it.

- Entries which do not conform

WHAT'S IN A NAME

Supermart for Ships

In an age of mass merchandising, it was probably inevitable that ships would be supplied by supermarkets. One such supermarket for ships—the Piermart—is located in Newport, R. I.

Newport's Piermart pioneered the grocery store approach to supply to speed the flow of fast-moving and relatively inexpensive items for use aboard ship and to provide a ready source of "pre-expended" forms used by destroyers.

It is located in the Atlantic Destroyer Force Headquarters Building—about 20 steps from the brow of the nearest DD.

This is how it works. The ship's supply officer provides the shopper with a "money value only" requisition authorizing expenditure of a specified amount, and a rough shopping list. The shopping list is drawn up with the help of a Piermart Shopping Guide which is distributed to all Newport-based ships.

The Piermart customer goes through the same process as a housewife shopping at a self-service market. He pushes his shopping basket through the aisles and picks up the items on his shopping list.

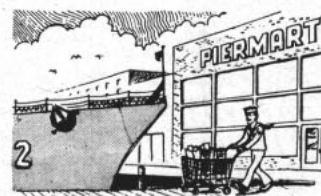
When he is finished he gives the checker his authorization, and the cost of the items he has purchased is totaled at the checkout counter. The items are then assembled for him and he takes them back to his ship.

Behind the scenes, the ship's account is debited and the supply officer is advised of the actual amount spent.

The Newport Piermart, in addition to its

supply of Navy forms, stocks a host of practical items, including all types of mess gear, electronics, small tools and other items too numerous to mention.

Recently, the Piermart stocked a line of



medical items which do not require prescription.

The bottles are available in large, medium and small sizes. It is interesting to note that one of the largest bottles in the collection is filled with dramamine tablets—a remedy for seasickness. (Only members of the medical department are permitted to shop for medical items.)

Newport's Piermart has been operating for about a year, although it did not find immediate acceptance among ship supply officers who feared they might lose control of their inventories.

The supply officers were soon convinced they could save themselves time, money, and trouble by becoming customers.

Today, Newport's Piermart does a whopping \$40,000 business per month and is constantly expanding. Other tidewater supermarkets are located at Norfolk, Long Beach and San Diego.

to size restrictions, are improperly identified, or are improperly submitted will be disqualified.

- Color transparency entries will be returned to contestants. Although every possible effort will be made to assure safe return of entries, the Department of the Navy assumes no responsibility for loss or damage.

- Black-and-white entries submitted for the All-Navy Contest automatically become the property of the Department of the Navy, and will not be returned to contestants.

- No contestant may withdraw an entry during the contest.

- A copy of Enclosure (1) to BuPers Notice 1700 of 30 April may be used instead of a standard model release for individuals who are American citizens and are subjects of portrait photographs entered in the competition. An official entry

blank must accompany each photo.

Group One entrants should affix a 3 x 5 card to the back of the photograph. This card should contain the picture's category; contestant's name, grade and service number, and his military address; name of the command forwarding the entry; and title of the entry. A Group Two entry should have a similar card enclosed. This is in addition to the information printed on the mount.

Awards will be made for the winning entry in each category of each group in the All-Navy Contest, while the next four place finishers will receive an honorable mention.

Awards for the Inter-Service Contest will be presented to the first three place winners and three honorable mentions in each category of both groups. "Best of Show" awards will be presented in each group.

Applications Are Wanted For New Rating of Data Systems Technician

The Navy's use of electronic digital data systems in tactical operations has grown to the point where a special rating is required to identify qualified operators. As a result, a Data Systems Technician (DS) rating is now an official part of the enlisted rating structure.

Changeover to DS was automatically effected on 1 May for ETs, FTs and MAs (including designated strikers) who have been trained in the operation of the systems, as indicated by the following enlisted classification codes: ET-1561, ET-1562, ET-1563, ET-1564, ET-1565, ET-1566, ET-1567, ET-1568, ET-1569, MA-2743, MA-2762.

The new rating is in the "General Rating" category, Group III, Electronics, of the enlisted rating structure.

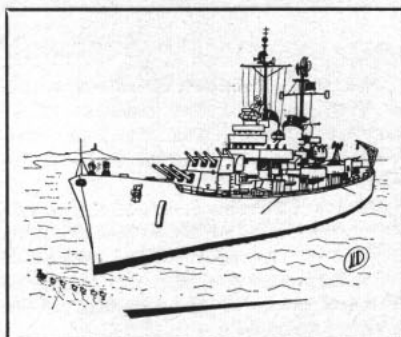
Duties of the DS have not yet been spelled out but, in general, involve the maintenance of electronic digital data systems in ships and operation control centers. A round-up of DS duties will be contained in changes to the *Manual of Qualifications for Advancement in Rating*.

Shifts to DS were made with no losses of pay grade or pro pay. The new DS personnel who drew pro pay in their old ratings will continue to receive it for the duration of the award. In addition, DS will probably be listed as "critical" for the next pro pay award—which could mean automatic pro pay.

Rating badges for DS will not be available until late this summer. In the meantime, DS personnel are authorized to wear their current rating badges.

Advancement prospects in the DS

All-Navy Cartoon Contest — 1961
John L. Draves, QM3, USN



"Now what rule of the road applies?"

rating appear to be excellent, particularly for men who were automatically shifted by virtue of their classification codes. Past experience has indicated there are career advantages in early entry into newly established ratings. This, coupled with the expected critical DS category, may result in a rating that's wide open.

Beginning with the August 1962 advancement exams, men who were shifted to DS will be examined in the new rating. (Although a study guide based on DS qualifications is not yet available, preparations for advancement exams can be made through studies of the portions of the Navy Training Course for Electronics Technicians which cover electronic digital data systems operations, plus a review of school notes and military requirements.)

Training in DS skills is presently provided at the 16-week Computer Basic Course, Naval Training Center, Great Lakes, Ill., followed by a basic course in computer programming at the Naval Electronics Laboratory in San Diego, Calif., and factory training with certain corporations. Additional training which is considered to be on the C school

level is provided in operation control centers.

Men who are undergoing DS-type training have been shifted to, or will be advanced in, as appropriate, the new rating.

Class A, B and C level DS schools may be established in the future. Details on the new schools will be made available as planning progresses.

Although former ET, FT and MA personnel are filling most of the DS billets, men in any rating, by virtue of training or experience, may be qualified to apply for a DS classification code with a view toward rating changes. Commanding Officers may make such recommendations to the Chief of Naval Personnel (Pers B-224) in accordance with BuPers Inst. 1220.26 (Enlisted Classification Assignment Control System).

BuPers Notice 1440 (19 Mar 1962) contains other details of the new rating, and is the official guide for COs to follow while effecting changes to DS.

Shifts to Be Made to Ratings Of Aviation ASW Technician

Steps have been taken to shift some Sonarmen and Aviation Electronics Technicians into a new General Rating to be designated Aviation Anti-Submarine Warfare Technician (AX) when it's adopted later this fall.

Advance word on the establishment of AX, and the official notice of a facelifting in the specialist categories of SO and AT, is contained in BuPers Notice 1440 (3 Apr 1962). In general, here's what's happening:

- The Service Rating SOO (Oceanographer) has been dropped from



DON'T CUT your shipmates short — there are nine others in line for this issue of ALL HANDS Magazine.

the SO General Rating. Effective 1 May 1962, all men who held the SOO designator were to be shifted to SOG (Sonarman-Surface) — another SO Service Rating.

- A third SO Service Rating—that of SOA (Sonarman-Airborne) — will be dropped when AX is officially established.

- The Service Rating ATS (Anti-Submarine Warfare Equipment) within the general AT rating category will be done away with at the same time SOA is dropped.

To start with, AX will be filled with qualified men of the ATS and SOA Service Ratings and AT and SO General Ratings. Normal advancements to AX will begin with the February 1963 exams.

Former SOOs who were shifted to SOG are to retain the Enlisted Classification Code SO-0411 (Oceanographic Specialist). Those who drew pro-pay are to continue receiving the extra money for the duration of the original award.

Chances for assignment to SOG "A" school are good for former SOOs who are "career motivated" and have sufficient obligated service.

BuPers Notice 1440, dated 3 Apr 1962, contains all the details.

New Courses Range from Sonar to Communications

Five new enlisted correspondence courses and one new officer course have been issued by the Naval Correspondence Course Center.

The new courses are:

ECC *Introduction to Sonar*, NavPers 91258.

ECC *Shipfitter 1 & C*, NavPers 91542.

ECC *Aviation Structural Mechanic "H" 3 & 2*, NavPers 91365.

ECC *Parachute Rigger 3 & 2*, NavPers 91639-1.

ECC *Equipment Operator 1 & C*, NavPers 91576-2.

OCC *Naval Communications*, NavPers 10416.

(No repeat credit if *The Communication Officer*, NavPers 10403, has been completed.)

The discontinued courses are:

ECC *Pipefitter 1 & C*, NavPers 91541-1.

ECC *Metalsmith 1 & C*, NavPers 91536-1A.

ECC *Aviation Structural Mechanic, 3 & 2, Vol. II*, NavPers 91623.



"At last . . . I've been here so long I was beginning to forget what another human being looked like."

ECC *Driver 1*, NavPers 91575-1A.

ECC *Driver C*, NavPers 91576-1A.

ECC *Parachute Rigger 3 & 2, Vol. II*, NavPers 91605.

ECC *Parachute Rigger 3, Vol. I*, NavPers 91640-1A.

ECC *Parachute Rigger 2, Vol. I*, NavPers 91639.

OCC *Shorebased Communications*, NavPers 10996.

Can You Meet These Quals? You May Become an Aviator

Have you ever envied the pilot of a Navy plane as it rests on the catapult ready to be shot from the deck of an aircraft carrier? You could be at the controls of that plane in less than two years if you have the interest and the qualifications.

The Naval Aviation Cadet Program is one way to get into that cockpit. To qualify, you must:

- Be an enlisted man of the Regular Navy or Naval Reserve on active duty.

- Be U.S. citizen.

- Have 60 semester hours (or 90 quarter hours) of unduplicated college work at an accredited college or university; or have 30 semester hours (or 45 quarter hours) of unduplicated college work at an accredited college or university, plus a minimum combined GCT/ARI of 120 and MECH score of 58. Successful completion of the USAFI General Education Development Test, one-year college level, will be accepted in lieu of the 30 semester or 45 quarter hours of unduplicated college work.

- Be at least 18 and under 25

years of age on application date.

- Agree to remain on active duty for three and one-half years after you finish flight training.

- Be unmarried and agree to remain unmarried until commissioned.

- Be physically qualified and aeronautically adapted for the actual control of aircraft in accordance with Chapter 15 of the *Manual of the Medical Department*. (Waivers of age and physical standards will not be granted.)

This program leads to a commission as ensign in the Naval Reserve. If you think you meet the above qualifications, submit your application to the Chief of Naval Personnel (Pers B6), via your commanding officer. BuPers Inst. 1120.20B gives all the details you should need.

Applications Open to Junior Officers in Regular Navy and Reserve for Flight Training

Commissioned officers of the Regular Navy, Naval Reserve officers and officer candidates who will receive ensigns' commissions are invited to submit applications for heavier-than-air flight training which will lead to designation as naval aviator (HTA).

In addition to these qualifications, an applicant must be less than 26 years old when he submits his application and have successfully completed at least four semesters of undergraduate work or its equivalent at an accredited college or university. He must have been in good standing when he finished his final semester of work.

He must be physically qualified and aeronautically adapted to control aircraft and not have been separated from any armed services flight training program except by reason of being temporarily physically disqualified.

Applicants must also make a score of at least three in the Aviation Qualification Test (AQT) and the Flight Aptitude Rating (FAR). Both these are U.S. Navy and Marine Corps Aviation Selection Tests.

Both Regular Navy and Naval Reserve officers will be required to serve three and one-half years after they complete flight training.

Full details concerning flight training qualifications are given in BuPers Inst. 1520.20B.

Here Are Two Methods of Solving the Same Kind of Problem

The following report was forwarded to ALL HANDS by the Commanding Officer, U. S. Naval Station, Boston, Mass. It discusses a problem that has arisen from time to time on ships and stations, and the long-range effect that can result, depending on the attitude of the individual involved. It makes interesting reading; worthwhile too.

THE BRIG at Naval Station, Boston, Mass., has a number of men confined for court-martial sentences. Some of these men are repeaters. Some are determined to secure a discharge and are more than willing to accept a Bad Conduct Discharge. Through extensive counseling and educational programs some of these men are redirected toward a more purposeful life; others continue to foul up and receive the discharge they have been trying to get. The results of both of these attitudes are reflected in a letter from one person and a visit from another to this command. The letter reads:

"Dear Sir: I hope you don't mind my writing you, but as a former prisoner of the brig and a person who has learned the hard way and too late, I hope by telling you what has happened to me since I got kicked out of the service you can perhaps in some way help a man who is headed in the same direction. As you know, it has been almost a year and a half since I left the service and the Navy with a BCD, and at that time I thought I was pretty smart. I had done two years of my four-year tour and had managed to keep myself in trouble most of the time. Little then did I realize that the real trouble starts after a man gets kicked out with a BCD.

"After I had completed serving my sentence and received my discharge, I decided to go back home and try to pick up where I had left off. To my surprise I found this was not to be. Most of my buddies were themselves in the service of their country. When one would come home on leave I would see him on the street and he would ask me how I got out of the service so soon. But, then, what could I tell him? My parents were also grieved by what I'd done.

"My father, who had high hopes

for me to continue my schooling or work with him at the factory would not speak to me. I have many times filled applications for jobs in various factories throughout the city. Tell me? What does one put down when on the application blanks you see the questions: 'Service completed? . . . , Type of discharge? . . . ' How can I answer those questions? The sad, but true, fact is I have no one to blame but myself and now I must go through life with the realization that I have failed my country, my family and most of all myself. So if you will, sir, when a prisoner tells you, 'I don't care how I get out of the service as long as I get out,' tell him the story about this sailor who thought he knew all the answers, but found out too late that he didn't know anything at all."

The visit of another man, in quite a different vein, reveals the pride of an individual who stayed and made good; One David Doe, EM3, was tried by special court-martial and awarded two months' confinement and forfeiture of \$100.00 per month for two months. Prior to his unauthorized absence Doe was stationed in a destroyer. His immediate superior was a first class petty officer with whom he had a "personality clash." For a period of one year, Doe worked under conditions which, to his way of thinking, were most distasteful, and efforts to resolve the difficulties only met with what was, in his opinion, further harassment.

Finally Doe decided to solve the matter in his own way, and absented himself for a period of about 60 days.

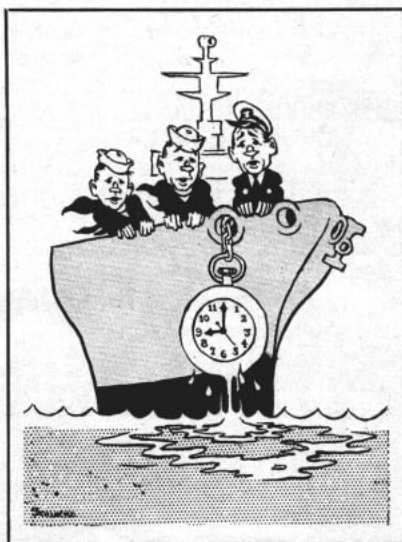
While absent, he found he still had to have certain necessities, so this electrician's mate took a job chopping wood for \$4.00 a day, just enough to feed himself. Thoroughly disgusted and disillusioned, he remained absent until, in his own words, "I felt like my life was over, and I knew I had to face the music, so I thought I would get it over with and then go on and finish the job on the outside."

During the first stages of his confinement, Doe resisted every effort, on the part of the counselors, to reach him. He had no hope for the future, and he strongly indicated that he did not care. After he was sentenced, however, Doe began to show some response to the counselors' efforts. Soon he began to see that even though he might not have gotten along with his immediate superior, this was a big Navy, and his continued aloofness and hostile attitude could only result in further problems throughout life. His response to rehabilitation became so rapid that his sentence was suspended early and he was sent back to the Fleet. Recently, this command was visited by a vigorous second class electrician's mate, now married, and studying for first class.

This man went on by virtue of his own efforts, once he accepted the guidance that he should have sought initially. In less than one year he went from a brig cell to the responsibilities of a successful and respected petty officer.

Management Course at Jax In Aviation Ordnance

A four-week course in the management duties of aviation ordnance officers has been introduced at the Naval Air Technical Training Unit in Jacksonville, Fla. The course is designed primarily for Limited Duty Officers. It specializes in publications, division duties, ordnance facility organization, ordnance supply, and general administrative qualifications necessary for assignment as a ship or station ordnance officer. The first class convened on 12 March. The course trains 10 officers.



"Could that be the anchor watch, sir?"

August Is Date Now Scheduled For Release of Reservists Involuntarily Recalled to Duty

Involuntarily recalled Naval Reserve personnel will be released to inactive duty in August 1962 "unless there is a serious deterioration in the international situation in the meantime." Release date of the 8000 Naval Reservists, their ships and air squadrons is set for 1 Aug 1962.

Originally 18 Air Squadrons and 40 destroyer/destroyer escorts were recalled. Three of the air squadrons were reassigned to new permanent duty stations and 35 of the ships were reassigned to new home ports when they were recalled. The other squadrons and ships remained at their original locations.

The 35 reassigned ships will return to their original home ports two weeks before the scheduled release date. The three air squadrons will return to their original stations four weeks before the scheduled release date. The only exception is Patrol Squadron 661 which will move to its new location at Naval Air Facility, Andrews Field, Md., instead of Anacostia, D.C.

Shown at right are the affected units, their present duty assignments and the permanent duty stations to which they will return.

Notification Policy Set for Future Reserve 'Call Up'

One of the problems connected with last fall's partial mobilization of Reserves concerned the timing of the release of information to the press and the alert notification to individual Reservists.

A survey conducted by the Army indicates that 86 per cent of the Reservists learned of the recall of their units from news media, rather than through command channels. To prevent a recurrence of this problem, a system has been devised to notify most members of recalled units through official channels prior to, or concurrent with, release of the information to news media.

To accomplish this, each military department will use an alerting system for notifying members of recalled units capable of meeting the following schedule when a mobilization decision is announced to the military department by the Secretary of Defense.

Naval Reserve Ships and Units Returning from AcDu

UNITS INVOLVED	PRESENT ACTIVE DUTY STATION	HOME DUTY STATION AS OF 1 AUG 1962
Alvin C. Cockrell (DE 366)	Pearl Harbor, Hawaii	San Francisco, Calif.
Albert T. Harris (DE 447)	Norfolk, Va.	Whitestone, N.Y.
Bearss (DD 654)	Norfolk, Va.	Norfolk, Va.
Charles E. Brannon (DE 446)	Pearl Harbor, Hawaii	Seattle, Wash.
Coates (DE 685)	Newport, R. I.	New Haven, Conn.
Colahan (DD 658)	Long Beach, Calif.	Long Beach, Calif.
Daniel A. Joy (DE 585)	Newport, R. I.	Chicago, Ill.
Darby (DE 218)	Newport, R. I.	Baltimore, Md.
Delong (DE 684)	Newport, R. I.	Fort Schuyler, N.Y.
Edmonds (DE 406)	Pearl Harbor, Hawaii	San Francisco, Calif.
Greenwood (DE 679)	Key West, Fla.	St. Petersburg, Fla.
Howard D. Crow (DE 252)	Key West, Fla.	Galveston, Texas
Hunt (DD 674)	Newport, R. I.	Jacksonville, Fla.
Huse (DE 145)	Key West, Fla.	New Orleans, La.
J. Douglas Blackwood (DE 219)	Newport, R. I.	Philadelphia, Pa.
John Hood (DD 655)	Newport, R. I.	New York City
Kidd (DD 661)	Norfolk, Va.	Philadelphia, Pa.
Laws (DD 558)	San Diego, Calif.	San Francisco, Calif.
Loeser (DE 680)	Newport, R. I.	Yorktown, Va.
Marsh (DE 699)	Pearl Harbor, Hawaii	Long Beach, Calif.
McGinty (DE 365)	Pearl Harbor, Hawaii	Portland, Ore.
McNair (DD 679)	Norfolk, Va.	Philadelphia, Pa.
Miller (DD 535)	Newport, R. I.	Boston, Mass.
Parle (DE 708)	Newport, R. I.	Providence, R.I.
Remey (DD 688)	Newport, R. I.	New York City
Robert F. Keller (DE 419)	Norfolk, Va.	Washington, D.C.
Roberts (DE 749)	Norfolk, Va.	Norfolk, Va.
Robinson (DD 562)	Newport, R. I.	Charleston, S.C.
Snowden (DE 246)	Key West, Fla.	Philadelphia, Pa.
Tills (DE 748)	Norfolk, Va.	Portland, Maine
Tingey (DD 539)	San Diego, Calif.	Long Beach, Calif.
Thaddeus Parker (DE 369)	Norfolk, Va.	Port Newark, N.J.
Tweedy (DE 532)	Norfolk, Va.	Pensacola, Fla.
Vammen (DE 644)	Pearl Harbor, Hawaii	Long Beach, Calif.
Walton (DE 361)	Pearl Harbor, Hawaii	San Francisco, Calif.
Watts (DD 567)	Long Beach, Calif.	Tacoma, Wash.
Whitehurst (DE 634)	Pearl Harbor, Hawaii	Seattle, Wash.
Wiseman (DE 667)	San Diego, Calif.	San Diego, Calif.
Woodson (DE 359)	Norfolk, Va.	New Orleans, La.
Wren (DD 568)	Norfolk, Va.	Galveston, Texas
VP 661	Patuxent River, Md.	NAF Andrews, Md. (Was NAS Anacostia, D.C.)
VP 741	Patuxent River, Md.	NAS Jacksonville, Fla.
VP 832	Norfolk, Va.	NAS New York City
VP 872	Alameda, Calif.	NAS Alameda, Calif.
VP 933	Norfolk, Va.	NAS Willow Grove, Pa.
VS 721	Seattle, Wash.	NAS Glenview, Ill.
VS 733	South Weymouth, Mass.	NAS Grose Ile, Mich.
VS 751	Lakehurst, N.J.	NAS Lakehurst, N.J.
VS 771	Los Alamitos, Calif.	NAS Los Alamitos, Calif.
VS 772	Los Alamitos, Calif.	NAS Los Alamitos, Calif.
VS 821	New Orleans, La.	NAS New Orleans, La.
VS 837	New York City	NAS New York City
VS 861	New Orleans, La.	NAS Norfolk, Va.
VS 872	Alameda, Calif.	NAS Alameda, Calif.
VS 873	Alameda, Calif.	NAS Alameda, Calif.
VS 891	Seattle, Wash.	NAS Seattle, Wash.
VS 915	South Weymouth, Mass.	NAS South Weymouth, Mass.
VS 935	Lakehurst, N.J.	NAS Willow Grove, Pa.

• *F-Hour*: Secretary of Defense directs military departments to order recall and makes general announcement of numbers by service and of duration of service.

• *F plus 12 hours*: All active establishment headquarters concerned are notified by classified message.

• *F plus 12 to F plus 18 hours*: Unit commanders and advisers of all

affected Reserve units are notified by secure means.

- *F plus 18 hours:* Units institute alert notification to individuals.

- *F plus 24 hours:* Detailed information is made available to Congress, followed by a public announcement by SecDef.

At the time SecDef directs the military departments to initiate a callup of Reservists, he will make a general press announcement indicating the number of Reservists to be recalled and the length of time their services may be required, but he will not identify the units. The "F plus 24-hour" announcement will contain the designation of units. This information will be given first to Congress and then to the news media.

This is not to be interpreted as indicating in any way that future callup of Reservists and Guardsmen is imminent or contemplated.

Report Shows One in Eight Applicants Was Selected For NROTC This Year

Some facts and figures on the Naval Reserve Officer Training Corps Program for the 1962-63 school year have been compiled by state NROTC selection committees and the Chief of Naval Personnel. Here's a roundup:

- Of 16,000 high school seniors who last fall applied for the Regular NROTC Program, 2092 were selected.

- Another 1395 were picked as alternate candidates.

- 156 Contract students already in college were selected for transfer to the Regular program.

- Active duty enlisted men will fill 52 Regular NROTC vacancies.

Participation in the NROTC Program generally means four years of schooling at one of 52 colleges and universities throughout the U.S. The Navy pays most, or part, of the students' expenses. NROTC candidates, upon graduation, receive Navy or Marine Corps commissions and serve on active duty for two or four years.

The over-all NROTC Program is divided into two scholastic categories — Contract and Regular.

Regular NROTC students receive tuition, textbooks, special equipment, uniforms, and \$600 per year during the full four-year college tour. Three summer cruises are part

of the curriculum. Upon graduation, candidates are commissioned ensign in the Regular Navy or first lieutenant in the Marine Corps, and serve on active duty for four years.

A program committee in each state annually selects qualified high school seniors who apply for the Regular program. Successful applicants enter college each September and receive appointments as midshipmen, USNR.

Contract students are more on their own. Appointments to the contract program are made by professors of naval science of the colleges or universities concerned, on the basis of personal interviews, school and community reputation, and the results of the Navy College Aptitude Test. Contract students receive textbooks used in the naval science course only, uniforms, and a ration allowance of \$27 a month during the last two years of college.

The Contract student makes one summer cruise, and upon graduation is commissioned ensign or second lieutenant in the Naval or Marine Corps Reserve and, beginning with those who enter the program after 30 Jun 1962, will serve on active duty for three years and in the Reserve for three years. Contract students may transfer into the Regular NROTC Program if they meet competitive requirements.

Some active duty enlisted men entered NROTC in the past. However, this phase of the program will be discontinued in 1963.

Education For Children Of Deceased Navymen

Do you know any college-age children of deceased Navymen? If so, you may wish to call this item to their attention. It's a brief question and answer session designed to clear up five major misconceptions which appear to be keeping many eligible children from applying for educational benefits due them.

- *Question* — Does the fact that one parent of the child of a deceased serviceman is still living disqualify that child?

Answer — No. According to the VA, for educational benefits an "orphan" is a child whose veteran-parent is dead as the result of a wound, accident or illness, attributable to service in the armed forces.

- *Question* — Does the fact that the deceased veteran had no war-time service make his child or children ineligible?

Answer — No. If the veteran-parent's death resulted from the performance of duty or from extra-hazardous service during peacetime, his child or children are eligible.

- *Question* — Can children of deceased veterans be married and still remain eligible?

Answer — Yes. Marriage does not affect eligibility. Any son or daughter of a serviceman whose death is attributable to his service is eligible for the educational benefits provided he or she is between 18 and 23 years of age. (There are even exceptions to these age limits. Full details may be obtained from any VA office.)

- *Question* — If the living parent (usually the mother) has remarried and the stepfather has legally adopted the children, does this make the children ineligible?

Answer — No. Any marriage of the living parent and/or subsequent adoption does not affect the eligibility of the children.

- *Question* — Does the fact that children may not wish, nor be prepared to, take advantage of educational benefits at the college level rule them out of taking advantage of other educational benefits?

Answer — No. Although training for a high school diploma is not permitted, eligible children may take vocational courses and other non-college training that will help them earn a living.

More than 41,000 children in the U. S. have already taken or are now taking advantage of the benefits of the War Orphans Educational Program. VA officials will be glad to explain the program in detail.

ANSWERS TO QUIZ AWEIGH

The Seabees are celebrating their 20th anniversary this year, and all of the questions asked concerned men in the Construction Group ratings (Group VIII). Here are the correct answers to the Quiz Aweigh found on page 49.

1. (c) Builder.
2. (b) Utilities man.
3. (a) Engineering aid.
4. (b) Steelworkers.
5. (c) Construction electricians.
6. (a) Construction mechanics.
7. (a) Equipment operator.

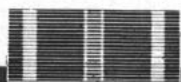
DECORATIONS & CITATIONS



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States..."

★ EVANS, Griffith C., Jr., CDR, USNR, for service during Operation Deep Freeze 61 as Commanding Officer, USS *Edisto* (AGB 2), attached to U. S. Naval Support Force, Antarctica. CDR Evans directed his ship in the successful accomplishment of all operational commitments; despite adverse weather conditions, he skillfully supervised the efforts of his crew and embarked scientists in completing an important oceanographic program in the western Ross Sea late in the Antarctic summer. When ordered to return to Antarctic waters in late March to attempt recovery of YOG 34, adrift in the Ross Sea with 200,000 gallons of aviation gasoline on board, he proceeded south without delay. En route, *Edisto*, encountering hurricane-force winds and mountainous seas, sustained considerable topside damage and severe icing. Displaying expert ship-handling, CDR Evans brought his vessel safely to port, despite the dangerous weather and the loss of his starboard propeller. His seamanship and inspiring devotion to duty reflect great credit upon himself and the U.S. Naval Service.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight..."

★ NORDBERG, Delbert W., LCDR, USN, for extraordinary achievement in aerial flight during the period 3 Mar to 12 Apr 1962. As pilot of a Navy all-weather fighter aircraft, the F4H-1 *Phantom II*, LCDR Nordberg succeeded in establishing new world class records for time to climb to 15,000 meters and 30,000 meters, attaining a time of 114.548 seconds from a standing start to 15,000 meters altitude, and 371.43 seconds from a standing start to 30,000 meters altitude. Through his exceptional achievement, he clearly demonstrated the inherent capabilities and the maximum performance of a most important aircraft of the U. S. Navy.

In addition, he was instrumental in focusing world attention on the continued significant development of the science of aviation in the United States.

★ BROWN, Francis T., LCDR, USN, for extraordinary achievement in aerial flight on 31 Mar 1962. As pilot of a Navy all-weather fighter aircraft, the F4H-1 *Phantom II*, LCDR Brown succeeded in establishing a new world class record for time to climb to 20,000 meters, attaining a time of 178.5 seconds from a standing start to 20,000 meters altitude. Through his exceptional achievement, he clearly demonstrated the inherent capabilities and the maximum performance of a most important aircraft of the U. S. Navy. In addition, he was instrumental in focusing world attention on the continued significant development of the science of aviation in the United States.

★ LONGTON, David M., CDR., USN, for extraordinary achievement in aerial flight on 21 Feb 1962. As pilot of a Navy all-weather fighter aircraft, the F4H-1 *Phantom II*, CDR Longton succeeded in establishing a new world class record for time to climb to 6000 meters, attaining a time of 48.787 seconds from a standing start to 6000 meters altitude. Through his exceptional achievement, he clearly demonstrated the inherent capabilities and the maximum performance of a most important aircraft of the U. S. Navy. In addition, he was instrumental in focusing world attention on the continued significant development of the science of aviation in the United States.

★ YOUNG, John W., LCDR, USN, for extraordinary achievement in aerial flight during the period 21 Feb to 3 Apr 1962. As pilot of a Navy all-weather fighter aircraft, the F4H-1 *Phantom II*, LCDR Young succeeded in establishing new world class records for time to climb to 3000 meters and 25,000 meters, attaining a time of 34.523 seconds from a standing start to 3000 meters altitude, and 227.6 seconds from a standing start to 25,000 meters altitude. Through his exceptional achievement, he clearly demonstrated the inherent capabilities and the maximum performance of a most important aircraft of the U. S. Navy. In addition, he was instrumental in focusing world attention on the continued significant development of the science of aviation in the United States.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy..."

★ BERRYMAN, William H., HMC, USN, for heroic conduct on 15 Dec 1961 while serving with Explosive Ordnance Disposal Unit One, Pearl Harbor, Oahu, Hawaii. Engaged in diving operations at a depth of 75 feet in waters off Pearl Harbor Entrance when a fellow diver experienced difficulty and began to go into convulsions, Berryman, along with another diver, quickly moved to assist the victim to the surface. Despite the great personal danger from the physiological effects of emergency ascent from the ocean depths, Berryman persisted in his rescue efforts, at the same time taking the necessary actions to prevent further mishap to the disabled diver. After reaching the surface and placing the helpless man in the diving boat, Berryman administered first aid and resuscitation until medical facilities could be reached at the Submarine Base, Pearl Harbor.

★ GROSE, Wilbur H., Jr., BM2, USN, for heroic conduct on 15 Dec 1961 while serving with Explosive Ordnance Disposal Unit One, Pearl Harbor, Oahu, Hawaii. Engaged in diving operations at a depth of 75 feet in waters off Pearl Harbor Entrance when a fellow diver experienced difficulty and began to go into convulsions, Grose, along with another diver, quickly moved to assist the victim to the surface. Despite the great personal danger from the physiological effects of emergency ascent from the ocean depths, Grose persisted in his rescue efforts, at the same time taking the necessary actions to prevent further mishap to the disabled diver.

★ ORTEGO, Paul E., AE3, USN, for heroic conduct in rescuing two men from a blazing vehicle on U.S. Highway 395 in San Diego, Calif., on the early evening of 22 Nov 1961. The first to reach the scene of the accident in which an automobile collided with another, rolled over, and burst into flames, Ortego, along with a companion, immediately rushed to the burning vehicle, loosened the seat belts of the two occupants, and succeeded in removing the victims to safety.

BOOKS

YOU HAVE A BIG CHOICE OF BOOKS ON ALL SUBJECTS

MANY DISCUSSIONS of British naval history suggest that Admiral John Byng, whose fleet was defeated at Minorca 18 May 1756, was rightfully executed for incompetence and cowardice. Not so at all, exclaims author Dudley Pope, most emphatically. In *At Twelve Mr. Byng Was Shot*, Pope, who is himself British, sets out to prove that: "The trial and execution of Admiral the Hon. John Byng was one of the most cold-blooded and cynical acts of judicial murder in all British history." And, as he did earlier in *Decision at Trafalgar* and *Graf Spee*, Pope makes his point with overwhelming attention to detail, presented in most readable form. The true villains, according to Pope, who deserved the epithet of "Treason" (for which Byng was actually executed, were "those ministers who actually contrived the disgrace and trial of the admiral so that he should be the scapegoat for their tardiness, stupidity and neglect." As might be suspected from the above most brief synopsis, Pope does not hesitate to take a most definite stand when one of his heroes is involved. If you're interested in historical side-lights, you'll enjoy this one.

Burke Davis is a busy man. In April, mention was made in these pages of his new book *Marine!* This month, we introduce his *The Cowpens-Guilford Courthouse Campaign*. It's more interesting than the title might indicate. It deals with a relatively little-known incident which did much to determine the outcome of the Revolutionary War. In 1781, General Daniel Morgan faced — and whipped — the British at Cowpens, S. C., but, because he did not have sufficient forces to consolidate his victory, was forced to retreat. He was too crippled to sit on a horse, and his place was taken by the Quaker general Nathanael Greene, who began a long guerrilla retreat only to fight another battle at Guilford Courthouse two months later. Although this was technically a defeat, the British retreated, the Americans won their campaign, ended British aggression in the South and made possible the conclusive victory at Yorktown. As in *Marine!* Davis again makes his men so very human.

For those who like exciting books.

At times it's difficult to separate history from contemporary events. You'll have to decide for yourself where you would place *Hell at 50 Fathoms*, by VADM Charles A. Lockwood, USN (Ret) and Col. Hans Christian Adamson, USAF (Ret). They tell the story of U. S. submarine disasters from the sinking of S-4 off Honolulu in 1914 to the loss of the Fleet submarine *Cochino* by fire off Norway in 1949. But their story is more than just a dreary accounting of catastrophe. Through all these tragedies of the sea, the book makes most clear, the Navy has been working to prevent further disasters. The Momsen lung, the rescue chamber, escape hatches, and newer techniques and developments have been the result. Nevertheless, it is a reminder that, in spite of the modern world of atomic subs, skindivers and greatly increased knowledge of underwater life, the sea is still around us.

The mention of skindivers was not entirely fortuitous. It serves as an introduction to the mention of *The New Science of Skin and Scuba Diving*, developed by the Conference for National Cooperation in Aquatics. Among other subjects, it discusses your body and its reactions to underwater pressures; equipment, how to select, test and keep it in good working order; the best techniques for getting under and staying there; how to protect yourself and to cope with emergencies that may occur. Includes the latest decompression tables.

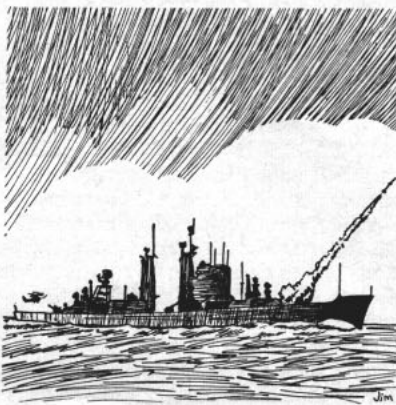
Books concerning guerrilla warfare are rapidly becoming almost as

popular as those about underwater swimming. However, the subject is not, as a rule, quite so cheerful. *Modern Guerrilla Warfare*, edited by Franklin Mark Osanka, is another no-nonsense discussion of the uses of guerrillas in modern warfare. In 37 selections, including the basic writings of Lenin and Che Guevara, leading civilian and military authorities describe and analyze major guerrilla movements of the last 20 years. The book shows how the communists, in particular, have mastered guerrilla tactics and applied them in various parts of the world. As a brighter note, it is also pointed out that this form of warfare is being understood in the free world, and that successful countermeasures have been devised.

Not entirely in the line of professional development, yet of considerable personal interest to Navymen is *The World of Ice*, by James Dyson. His thesis that ice affects us all, from ice cubes in drinks to mighty glaciers, is undisputable. To prove his point, Dyson shows how the phenomena of ice and snow are formed, how they affect weather and the appearance of the globe, and how they sometimes do devastating damage to human life. Glaciers, icebergs and the several "ice ages" are handled with neatness and dispatch, yet not in overly technical style. His discussion of what might happen if the world were to experience another ice age is of interest to us all. Cool, man, cool.

Knowledgeable submariners will shudder at the goings-on to be found in *Down the Hatch*, by Don Winton, who was earlier responsible for *We Joined the Navy* and *We Saw the Sea*. Non-purists, however, will probably be delighted with the irreverent approach to a subject usually confined to the grim-jawed, steely-eyed school of fiction. The jargon and geographical clues would seem to indicate the HMS *Seahorse* is a member of the British Navy. This is a fallacy. No Navy would be large enough, or strong enough, to cope successfully with her.

The Lily and the Lion, by Maurice Druon, brings to a close *The Accursed Kings*, the great historical fresco of the first four decades of the 14th century. It views the struggle for kingly power between the unemployed royalty of England, France and Italy. Among the best of recent historical fiction.



TURNING POINT in the Pacific

ALL HANDS BOOK SUPPLEMENT

Twenty years ago, one of the most crucial engagements of World War II, the Battle of Midway, took place. For the first time, the triumphant passage of the Japanese Navy was checked, and the initiative passed into U. S. hands.

Any major event, possessing as many facets of human endeavor as a naval battle, readily lends itself to several interpretations. The June 1962 issue of "Naval Aviation News," for example, gives an excellent specialized account of the U. S. Navy and Marine air action during the battle. In these pages, a more generalized, over-all picture is drawn.

FAR OUT IN THE blue Pacific lies the island of Midway. Its beautiful white beaches surpass those of world-renowned Waikiki. Inside the coral reef which encircles the island, the still, crystal waters attract swimmers and skin divers.

Small boats run back and forth to the reef and, more often than not, return with fish and lobsters.

In the quiet twilight hours, it is not unusual to see families enjoying a steak fry or wiener roast in the island's picnic areas under the Australian iron-wood trees.

In June 1962, 20 years after the United States and Japanese navies clashed in a monumental struggle for the possession of the island, only the gooney birds dispute United States sovereignty.

The picture was not quite so pleasant in June 1942. A major segment of the Japanese Navy, including four large carriers, steamed toward the island which was defended by a wide assortment of United States

planes (many of them obsolete) and two American task forces built around three aircraft carriers.

THE ODDS WERE HEAVILY in favor of the Japanese.

After Pearl Harbor, the United States had suffered one humiliation after another. With the exception of the Battle of the Coral Sea a month before, the Imperial Japanese Navy's complete mastery of much of the Pacific was, for every American, an unpleasant fact of life.

First U.S. contact with the enemy was made on 3 June, when Japanese transport ships were spotted and attacked about 600 miles from Midway.

Early on the morning of 4 June, a Midway patrol plane reported many enemy aircraft headed toward the island. A few minutes later, another patrol reported enemy carriers and other ships only 180 miles distant.

All planes on Midway were ordered into the air. The bombers and dive bombers were to attack the carriers. The fighters were ordered to protect Midway.

Japanese bombers and fighters were engaged by Midway's fighters some 30 miles from the island. Each pilot had time for only one or two passes at the bombers before he had from one to five *Zekes* on his tail.

Midway's anti-aircraft opened up as the Japanese formation came within range. The AA barrage failed to stop the Japanese, and bombs began to fall at 0630.

Within the next half hour, Nipponese bombs had damaged almost everything above ground. The pow-

erhouse had been hit; the fuel tanks were set afire; a hangar destroyed. Only the runways, which the Japanese pilots expected to use themselves escaped injury.

When it was all over, the United States fighters were told to land. Few were left to respond. Of the 27 which had taken to the air only a dozen returned, and most of them were severely damaged.

ALTHOUGH THE TOLL in American aircraft was great, the Japanese suffered too. Fully a third of the attackers never returned to their carriers.

The American B-26s and TBFs sent to attack the carriers were completely unsuccessful. Five of the six TBFs and two of the four B-26s were shot down. The three that returned to Midway were so badly damaged that they were of no further use.

Only eight, of a flight of 16 planes from Midway's Marine bombing squadron returned to the island, and six of the eight were badly shot up.

The only "bright spot" in the otherwise unrelieved gloom was that the 15 B-17s which attacked at 20,000 feet suffered no casualties — but neither had they inflicted any on the enemy.

A second flight of Marine scout-bombers was unable to get through to the heavily protected carriers so they dropped their bombs on a battleship. The story was the same — no hits, and two planes failed to return to Midway.

In the first morning's attack, half the island's defending planes were lost, and not one enemy vessel had been damaged. Round one had gone to the Japanese.

DESPITE THE EXTENSIVE DAMAGE done by the Japanese to Midway's ground facilities and defending aircraft, the Japanese flight leader reported another strike would be necessary. This provided an entry point for the United States aircraft carriers.

Rear Admiral Raymond A. Spruance, commander of Task Force 16, had originally intended to approach within 100 or so miles of the Japanese striking force before he launched his planes from *uss Hornet* (CV

8) and *Enterprise* (CV 6) but the news of the attack on Midway caused him to believe he might catch the Japanese planes on their carrier decks as they returned.

His logic and timing were precise and his decision might well be regarded as one of the most crucial of the battle.

The decks of the Japanese carriers were full of planes when the first of 116 planes from *Enterprise* and *Hornet* arrived.

Shortly after the planes from Task Force 16 had taken off, Rear Admiral Frank Jack Fletcher, Task Force 17 commander, launched 35 planes from *uss Yorktown* (CV 5), holding back half her bombers in readiness to attack still unlocated Japanese carriers.

Hornet's planes missed the enemy at the expected point and turned south, thinking the Japanese would close in on Midway. Actually the Japanese had turned north to gain time in rearming their planes.

The *Enterprise* air group commander, proceeding separately, also missed the enemy at the expected point, but luckily turned north, making contact with the Japanese carriers at about the same time as *Yorktown's* bombers.

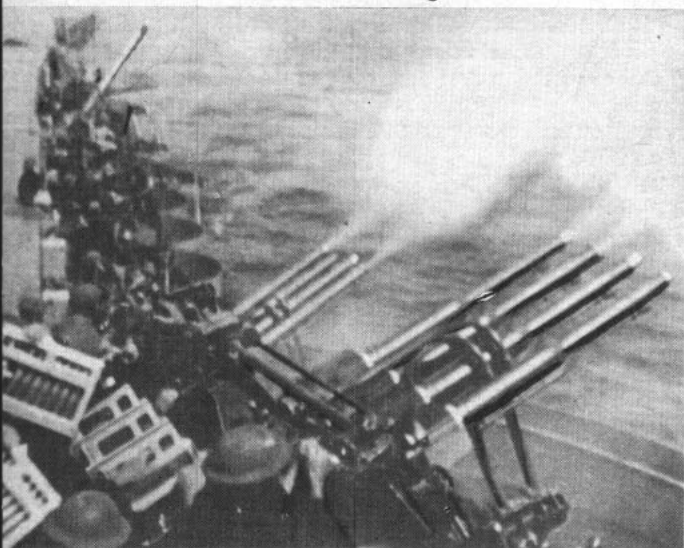
MEANWHILE *Hornet's* torpedo squadron of 15 planes, which had become separated from its fighter escort had found the enemy and, without waiting for support, attacked.

When they were about eight miles from the four enemy carriers, they were met by overwhelming fighter opposition. Although they tried desperately to reach the carriers, they were shot down one by one.

Of the entire squadron, Ensign G. H. Gay, USNR, was the only surviving pilot. Slightly wounded, he had managed to escape from his plane as it sank, and hid under a rubber seat cushion to avoid strafing. He had a fine, albeit precarious, view of the battle that followed.

At first, it did not go so well for the United States forces. Fourteen *Enterprise* torpedo planes, also separated from their fighter escort which had remained at a high altitude expecting the enemy there, made a

MIDWAY ACTION—Carrier gunners fire at enemy planes. Rt: U.S. flattop readies planes for air battle.



heroic attempt to get within torpedo firing range.

Ten were shot down, but a few managed to fire their torpedoes — all without effect. They were followed by 12 *Yorktown* torpedo planes, but only five of them managed to launch their torpedoes.

Of the 41 torpedo planes which had attacked from three U. S. carriers, only six returned home. However the sacrifice of the torpedo squadron was not entirely in vain. Their attacks on the carriers had drawn the enemy fighters down to a low altitude and, concerned with the torpedo planes, the Japanese left themselves open to a thrust from above.

THIS NARROW VIEW proved to be fatal, as it soon became evident, but by then it was too late.

The *Enterprise* dive bombers had split into two groups which attacked the carriers *Akagi* and *Kaga*. As Admiral Spruance had hoped, the decks of both carriers were covered with planes being refueled, and havoc reigned as the American bombs exploded among them or penetrated the flight deck to cause serious damage below.

These United States planes had no opposition from Japanese fighters until after they had completed their dives. The fighter opposition came too late, for by this time both carriers were burning.

Luckily, the planes from *Yorktown*, which were launched an hour later than those from *Enterprise* and *Hornet*, arrived at the scene at the same time. Rapidly clearing weather had enabled them more quickly to locate the enemy.

Without plan, the *Yorktown* bombers' attack coincided with that of *Enterprise*. Because of the preceding attack of the torpedo planes and the fact that *Yorktown's* bombers dived on the carrier from out of the sun, they encountered no fighter opposition and little from the carrier's anti-aircraft batteries.

Thirteen dives on *Soryu* left the carrier so completely in flames that four remaining planes did not consider her worth any more attention and turned their efforts toward other targets.

HAD NOT ADMIRAL Spruance suspected that the Japanese carriers would be in a vulnerable position and dispatched his planes at the opportune moment, the outcome of the United States carrier-based plane attack would undoubtedly have been considerably different.

Of the four Japanese carriers that steamed toward Midway on the third of June, only one, *Hiryu* remained. When her sister ships were put out of action *Hiryu* escaped undamaged to the north.

Later in the morning of the fourth of June — at about 1100, *Hiryu* launched 18 bombers and six fighters and, about two and one-half hours later, 10 torpedo planes and six fighters. This was a force adequate to take care of the one American carrier of which the Japanese were aware.

At 1159, *Hiryu's* planes were picked up on radar by *Yorktown*, which had launched her search planes at 1133 and was refueling fighters and preparing to recover her striking force. Fueling was discontinued and the fighters were launched. Homecoming bombers were waved away and decks were cleared for action.

When *Hiryu's* planes came in for the attack shortly after noon, they were met with anti-aircraft fire from



OFF MIDWAY—Movie film shows Navy dive bombers making run at burning enemy ships in 1942.

Yorktown's escort vessels, which were in the standard circular disposition with a cruiser on each bow. The combat air patrol from *Enterprise* and *Hornet* came to the assistance of *Yorktown's* fighters, making a total of 28.

THE JAPANESE PLANES were split into two small groups, and only eight of the aircraft managed to get through to score three bomb hits, but they were enough to leave *Yorktown* dead in the water for over an hour.

When *Hiryu's* torpedo group was only 40 miles away, it was picked up by *Yorktown's* radar. A few of

ON MIDWAY—National ensign is raised over island amid fires started by attacking Japanese planes.





BATTLE SCARS—View of Midway after attack shows damage before Japanese raiders were beaten off.

the Japanese planes penetrated the screen thrown up around the carrier by defending aircraft and escorts, but a few planes penetrated the defense and caught the carrier with two torpedoes.

Yorktown was listing so badly by 1500 that she seemed in danger of capsizing, and her captain ordered abandonment. *Yorktown* was abandoned and that night the destroyer *Hughes* (DD 410) was ordered to stand by to sink her in case capture seemed imminent.

At 1330 on 6 June a Japanese sub attacked *Yorktown* and *uss Hammann* (DD 412), which was attempting to keep the carrier afloat. *Hammann*, hit once, sank in four minutes. *Yorktown* took two torpedoes, but stayed afloat until 0600 the next day.

About the time the attack on *Yorktown* ended, scout planes reported the presence of *Hiryu* and escorting vessels about 100 miles west northwest.

Enterprise launched an attack of 24 bombers which included 10 taken off the listing *Yorktown*. Fighters were kept on board to protect the carriers in case of an attack.

Enterprise's planes sighted *Hiryu* at 1700. There were a few *Zekes* in the air, which managed to shoot down three bombers, but the others planted four hits on the carrier.

Their aim was so effective that, when *Hornet's* planes arrived, a half an hour later, *Hiryu* was burning so fiercely they attacked escorting vessels instead.

DESPITE THEIR LOSSES, the Japanese could still have been the victors at Midway. Admiral Yamamoto, commander of the Main Body of the Japanese fleet, was under the impression that two of his carriers had been destroyed by one American carrier, and that *Hiryu* was on its way to take care of that.

He issued an order to the effect that the United States forces were retiring with the Japanese in pursuit and on their way to occupy Midway.

Also, according to Yamamoto, the Mobile Force, Second Fleet and Submarine Force were to immediately contact and attack the enemy. Either Yamamoto was ignorant of the facts or was attempting to sustain Japanese morale.

A boost in the latter was badly needed, for Vice

Admiral Nagurno, head of the Japanese First Mobile Force, did not share Yamamoto's enthusiasm for attack in any degree. He informed Yamamoto that the strength of the United States force consisted of five carriers, six cruisers and 15 destroyers, and that they were steaming westward not eastward as Yamamoto had said.

Yamamoto then placed Vice Admiral Kondo, Commander of the Second Fleet, in command of the Mobile Force excepting *Miryu*, *Akagi* and their escort vessels. He also ordered a submarine to shell Midway until it was relieved by a cruiser.

Kondo immediately marshaled his forces — four battleships, nine cruisers and 19 destroyers, for a night surface engagement.

THE DECISION for further action of the United States forces had been left by Admiral Fletcher, to Admiral Spruance, who felt he could not risk a night encounter with the Japanese, yet wanted to be within striking distance to foil a possible attack on Midway or to pursue a retreating enemy. He gave the order to steam east for the night.

By midnight, it was obvious to Yamamoto that he could not force a showdown between the two forces, and that he would be vulnerable from the air after dawn broke.

He canceled his orders to Kondo and instructed him to rendezvous with the main body and then canceled the Midway shelling and landing operations and ordered withdrawal to the west.

The Japanese submarine's shelling of Midway proved to be a postlude rather than a prelude to the Japanese invasion attempt. It served a purpose to the advantage of the Japanese, however. A few minutes after midnight, the United States submarine *uss Tambor* (SS 198) reported many unidentified ships about 90 miles west of Midway.

The presence of the ships, plus the shelling of Midway, naturally added up to a landing attempt to Admiral Spruance, who ordered a course north of Midway at 25 knots. United States submarines were pulled to within five miles of Midway, by orders from Pearl Harbor, for the same reason.

ALTHOUGH IT SEEMED INCREDIBLE to the American commanders that the Japanese would attempt a landing in view of their losses, the possibility could not be ruled out.

What the *Tambor* had seen were the four cruisers and two destroyers ordered by Yamamoto to relieve the submarine in shelling Midway. Shortly after the sighting, the Japanese force received Yamamoto's orders to retire and put about. During the night the Japanese spotted *Tambor*, and the cruisers *Mogami* and *Mikuma* collided while trying to avoid her.

When morning came, *Tambor* was able to identify the vessels she was following as two *Mogami*-class cruisers on a westerly course.

The remainder of the day was something of a loss. Planes were sent out to attack, but with the exception of damage done by a Marine plane diving into the after turret of *Mikuma*, no damage was done to the retreating Japanese.

The morning of the sixth of June found the American forces under a clear sky and on a smooth sea. Visibility was excellent and it was put to good use.

American planes located and made three successive attacks on *Mogami* and *Mikuma*. *Mikuma* was sunk with a loss of 1000 men but *Mogami*, almost miraculously, was able to flounder into the protection of Truk. She was out of the war for two years.

BY THE EVENING of the sixth, the lengthy action was beginning to take its toll. Admiral Spruance commenced detaching destroyers as their fuel ran low, and the carrier aviators were near exhaustion from three days of continuous operation.

He decided to turn northeast toward a refueling rendezvous and to avoid danger of an encounter with planes from Wake to which he surmised the homeless Japanese carrier aviators had flown after the loss of their floating bases.

This decision proved to be a wise one, for Yamamoto had dispatched a force of seven cruisers and eight destroyers to protect *Mogami* and *Mikuma* and to destroy the American carrier force. The Japanese and American forces would probably have met had Spruance continued his westerly course.

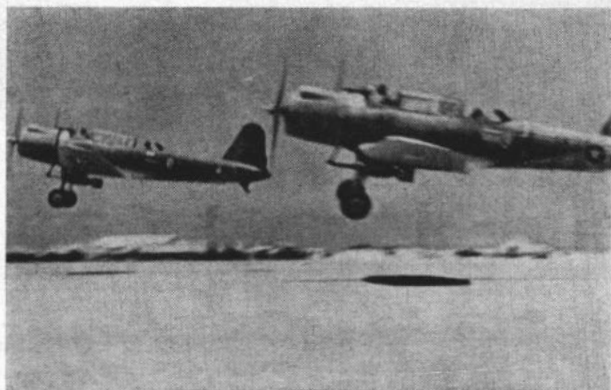
Yamamoto's main body was also prepared to join in the engagement, as were planes coming from the Marshalls to reinforce those on Wake.

The Japanese forces, when assembled, were formidable. All they needed was someone to shoot at. Spruance did not provide the target.

The battle was over, but Yamamoto was still not willing to give up entirely. He attempted to lure the American forces into the range of the Japanese planes on Wake Island. He almost succeeded, but Admiral Nimitz remembered in time Yamamoto's fondness for setting traps, and recalled *Enterprise* and *Hornet* to Pearl Harbor.

LIKE THE BATTLE OF THE CORAL SEA, a few weeks earlier, the Battle of Midway was entirely a contest of air power. The skillful use by the American command of intelligence and communications avoided the gropings that marked the Battle of the Coral Sea.

While the Japanese were turned back from their



OFF THEY GO—Marine planes leave Midway airfield to defend the island base against Japanese attack.

objective after the Battle of the Coral Sea, there was no clear-cut victory for the Americans, though one was loudly claimed in the press.

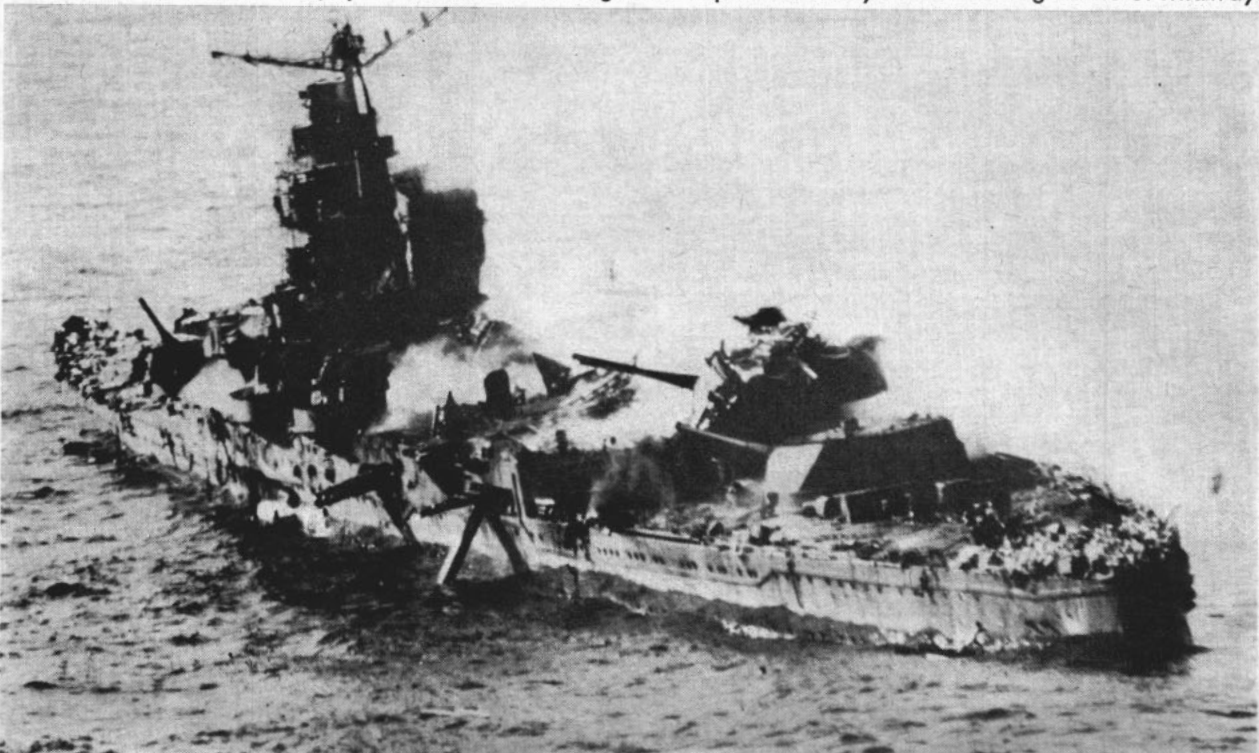
The Battle of Midway furnished Japan with its first major defeat since the 16th century. Its losses included four carriers and one heavy cruiser sunk and 253 aircraft lost. Their loss in life was an appalling 3500, including a hundred first-line pilots — a loss which Japan was to feel severely later in the war.

On the United States side of the loss ledger, there were the *Yorktown* and *Hamann* sunk and 150 planes shot down. Three hundred and seven Americans lost their lives.

Although Coral Sea was an extremely important encounter and had an effect on the Battle of Midway in depriving the Japanese of some power which could have been used to good advantage at Midway, the Battle of Midway was the turning point of the war in the Pacific.

The Japanese militarists tried to eradicate the defeat by refusing to mention it to the public. Even officials were ignorant of its magnitude. However, they could not conceal its effect from history.

DEAD DUCK—Carrier-based planes did this damage to a Japanese heavy cruiser during Battle of Midway.



TAFFRAIL TALK

LOTS OF MEN have retired on 30 years' military service. Many more undoubtedly will before history has run its course. Not too many, though, have taken the roundabout route LT Robert C. Herron, USA (Ret.), followed to achieve that status.

Ex-Chief Construction Mechanic Herron used up a total of 45 years, three wars and three different stints in the Navy to get in his 30 years' active service — and then, when the chief finally did retire, it was, as we've already noted, as a first lieutenant in the U. S. Army.

Obviously, LT Herron's path has taken more than a few turns and twists. It began back in 1917, when, fresh out of boot camp, he reported aboard the coal-burning battlegewagon *uss Pennsylvania* (BB 38), then flagship of the Atlantic Fleet.

Along the way he left the Navy twice — once from 1923 to 1933 (during which time he served with the Army Reserve as a second, and later, first lieutenant) and again from 1937 to 1941. He came back to stay in 1941, however, and it was then that his long association with the Seabees began.

During those two earlier stretches of Navy duty he served (in order) in the ratings of electrician, quartermaster, radio-man and machinist's mate. He was a chief machinist's mate in 1943 when he switched to chief construction mechanic.

★ ★ ★

The Antarctic is rapidly becoming so civilized that it's hardly any fun anymore. That entering wedge of one of civilization's more doubtful blessings — the billboard — has entered. Not yet in its full glory, but there are signs of its coming.

There are the somewhat adapted roadside jingles of a famous shaving cream. There is no "Kilroy was here" scribbled on bulkheads or in the snow, but you can find signs which state "Smokey the Bear says, 'Use your ashtrays,'" despite the fact that there is not a single tree on the continent.

You'll also find U. S. highway signs in the snow. At McMurdo, you may, if you wish, feel nostalgic over the sight of U. S. 80; U. S. 40; and the New Jersey Turnpike at strategic spots. To make you feel more at home, you'll also find the warnings "Help keep Antarctica green," "Keep off the grass," and "Drive carefully, school's open."

We're not the wagering type, but if we were, we would be happy to lay a small sum that when *Trieste* plunged to the bottom of the Marianas Trench, it found the warning "No fishing from pier."

★ ★ ★

Mama mia, molto bene and a delicate connoisseur-like smacking of the lips were a few of the reactions to the entry of *uss Tidewater's* cooks in the international cooking contest sponsored by the Neapolitan Press Club at Naples, Italy.

For *Tidewater's* American chefs to enter a cooking competition in a country famous for its culinary artistry took nerve.

For them to win first prize took verve, and attested to the *Tidewater* (AD 31) reputation for being a good feeder.

The winning entry was a Virginia baked ham and mashed sweet potatoes with marshmallow topping. The panel of judges received a generous first helping and asked for seconds.

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

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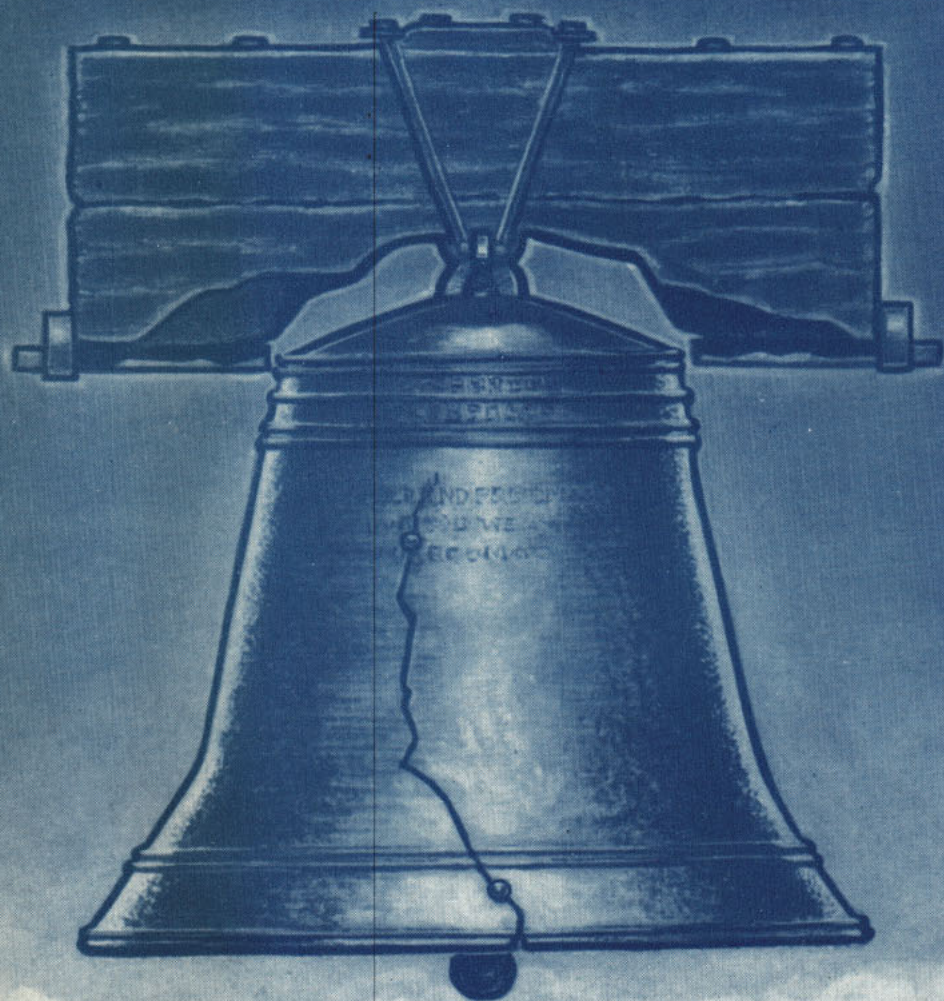
• AT RIGHT — BRIGHT-WORK —

A shipfitter at work with a cutting torch is the subject of this photo taken by D. L. Perry, AN, USN, which won second place honors in the photo-of-the-month contest aboard *USS Saratoga* (CVA 60).

ALL HANDS



U. S. NAVY



in defense of LIBERTY